

### III. Responses to Comments

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(Continued)



**Comment Letter No. 16**

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**Comment No. 16-1**

Attached please find comments on the Draft Environmental Impact Report for the proposed Convention and Event Center project and exhibits.

Please contact the undersigned if you have any questions or concerns.

Thank you for the opportunity to comment on the proposed Convention and Event Center Project (Proposed Project or Project).<sup>1</sup> The Legal Aid Foundation of Los Angeles (LAFLA) writes these comments on behalf of the Play Fair at Farmers Field coalition (the Coalition). LAFLA was founded in 1929 and is the frontline law firm for poor and low-income people in Los Angeles County. LAFLA is committed to promoting access to justice, strengthening communities, and effecting systemic change through representation, advocacy, and community education. The Coalition is focused on protecting environmental and public health in the surrounding communities and comprises member and supporter groups that work around the Project area. The Coalition is committed to outreach, training, and mobilization of low-income communities to participate in and give input on the full development process for the Proposed Project.

<sup>1</sup> *We reserve the right to supplement these comments at any hearing or proceeding on the Proposed Project. (See Galante Vineyards v. Monterey Water District (1997) 60 Cal. App. 4th 1109.)*

As a civil rights organization committed to building healthy, vibrant communities in Los Angeles County, Public Counsel, on its own behalf, joins in the submission of these comments. Public Counsel supports small businesses and community-based

organizations that create jobs and battle poverty, and works with government, developers, and community groups to advance environmental justice, and the growth and preservation of affordable homes for working families in the greater Los Angeles region.

### **Response to Comment No. 16-1**

This comment describes the Legal Aid Foundation of Los Angeles and the Public Counsel organizations. With regard to footnote 1 of Comment No. 16-1, please note that Public Resources Code Section 21168.6.5(f)( 4) provides:

The lead agency need not consider written comments submitted after the close of the public comment period, unless those comments address any of the following:

- (A) New issues raised in the response to comments by the lead agency.
- (B) New information released by the public agency subsequent to the release of the draft environmental impact report, such as new information set forth or embodied in a staff report, proposed permit, proposed resolution, ordinance, or similar documents.
- (C) Changes made to the project after the close of the public comment period.
- (D) Proposed conditions for approval, mitigation measures, or proposed findings required by Section 21081 or a proposed reporting and monitoring program required by paragraph (1) of subdivision (a) of Section 21081.6, where the lead agency releases those documents subsequent to the release of the draft environmental impact report.
- (E) New information that was not reasonably known and could not have been reasonably known during the public comment period.

### **Comment No. 16-2**

We appreciate the City of Los Angeles' (City) intention to conduct a detailed review of the Proposed Project, as suggested by its approximately 10,000 page<sup>2</sup> Draft Environmental Impact Report (DEIR). However, the DEIR, and the process around it, falls far short of what is required by the California Environmental Quality Act (CEQA). In fact, the length of the document and time provided for review "defends it well against the risk of its being read."<sup>3</sup> "An EIR is an informational document," and the City has simply not provided the relevant information that "will inform public agency decision makers and the public generally of the significant environmental effects of the project, identify possible ways to

minimize the significant effects, and describe reasonable alternatives to the project.” (See 14 Cal. Code. Regs. § 15121, subd. (a).)

<sup>2</sup> Estimate provided by the Project proponent. (See <http://farmersfield.com/pages/environmental-impact-report/>, accessed May 16, 2012.)

<sup>3</sup> Quote attributed to Winston Churchill. (See <http://www.brainyquote.com/quotes/keywords/risk.html>, accessed May 16, 2012.) [full quote only refers to length, not time for review].)

### **Response to Comment No. 16-2**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR.

This comment does not provide any specific information here with respect to why or how the Commenter believes the Draft EIR does not provide the relevant information regarding the significant environmental effects of the project, mitigation measures or alternatives. Section IV of the Draft EIR provides a thorough assessment of the Proposed Project’s potential significant environmental impacts and recommends feasible mitigation measures, and Section V of the Draft EIR provides a reasonable range of alternatives in accordance with the requirements of CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 16-3**

Furthermore, the Proposed Project is subject to distinct administrative and judicial review provisions that are unique to the Project (see Pub. Res. Code § 21168.6.5) and the City has failed to implement them in a manner consistent with the letter or spirit of the law. For example, in connection with the new Project specific provisions, the Legislature found: “It is in the interest of the state to expedite judicial review of the [Proposed Project] as appropriate while protecting the environment and the right of the public to review, comment on, and, if, necessary, seek judicial review of, the adequacy of the environmental impact report for the project.” (Senate Bill 292, § 1, subd. (h), Stats. 2011, ch. 393.) Such protection of the right to public comment necessitates an adequate amount of time to comment, which was not provided on the DEIR. Likewise, these new Project specific provisions also provide for a public hearing where the City would receive testimony on the DEIR. (Pub. Res. Code § 21168.6.5, subd. (f)(2).) The public hearing was held on May 16, 2012. There were no effective or substantive interpretation services offered at the public hearing whatsoever. Despite the fact that there are substantial numbers of monolingual Spanish speaking residents in the communities surrounding the Proposed Project site<sup>4</sup> (in fact, the notice itself was provided in Spanish), those monolingual Spanish-speakers who attended the hearing could not understand what was being said.<sup>5</sup> The City provided a single interpreter, but she did not have interpretation equipment and, in fact,

provided very little interpretation of the hearing. Instead, she spent most of the time translating prepared Spanish-language statements into English but even those attendees fortunate enough to be able to avail themselves of that service were unable to share their testimony directly or tailor their statements based on previous testimony. CEQA provides that “[e]very citizen has a responsibility to contribute to the preservation and enhancement of the environment.” (Pub. Res. Code § 21000, subd. (e).) Denying citizens equal language access to an important public hearing affecting the future of their community and their quality of life is inconsistent with the letter and spirit of California’s environmental review process, including SB 292.<sup>6</sup>

<sup>4</sup> As outlined in a Health Impact Assessment (HIA) conducted on the Proposed Project, as further discussed below, “[t]he 2006-2010 American Community Survey reports that an estimated average of 52% of people in the HIA study area foreign born and an estimated 69% of persons over five years old speak Spanish in their homes.” (Human Impact Partners letter to Case # ENV 2011-0585-EIR, Environmental Analysis Unit, Department of City Planning, May 21, 2012 [referred to in this letter as Preliminary HIA on the Proposed Project].)

<sup>5</sup> After a short period, some Spanish speaking residents left because the public hearing was inaccessible to them without translation.

<sup>6</sup> In *El Pueblo Para el Aire y Agua Limpio v. County of Kings*, the state trial court ruled that the EIR should have been translated where 40% of the local population that would be affected by the siting of a hazardous waste incinerator was monolingual Spanish speakers (Superior Court of California, County of Sacramento, No. 366405 10 (1992).) The same would apply for a state mandated public hearing where the language barriers in the surrounding area appear to be much higher.

We respectfully request that the City revise and recirculate the DEIR in accordance with CEQA. We further request that with the recirculation, the City allows an appropriate amount of time for public consideration of the document and any future hearings related to the Proposed Project provide adequate language access.

### **Response to Comment No. 16-3**

As required by SB 292, the City held a public informational workshop on the Draft EIR on April 9, 2012. The format of the informational workshop included stations where the public could receive information regarding key analyses and conclusions of the Draft EIR. Numerous Spanish speakers were present to assist with translation. The City also provided summaries of the key conclusions of the EIR in both English and Spanish. In addition, the City published the Notice of Completion and Availability of Draft Environmental Impact Report and notice of public meetings for key group and SB 292 in both English and Spanish. Furthermore, the City also provided a translator at the May 16, 2012, public meeting to take testimony on the Draft EIR. The purpose of the hearing was to provide comments to the City regarding the Draft EIR and not to the members of the public attending the hearing. Therefore, the translation services at the hearing were appropriate. Under SB 292, translation services were not required at either the informational workshop or the hearing, and such services were provided as an additional effort to ensure full

community participation in the process. It is anticipated that the City will provide translation services at upcoming hearings.

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

#### **Comment No. 16-4**

#### **SUMMARY**

Compliance with CEQA (Public Resource Code, sections 21000, *et seq.*) – and its implementing regulations (California Code of Regulations, title 14, sections 15000, *et seq.* (CEQA Guidelines)) – helps satisfy the policy of the state to:

“Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state,”

“Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian” remains the “guiding criterion in public decisions,”

“Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations,” and

“Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.”

(See Pub. Res. Code § 21001, subds. (a), (d), (e), and (g).) The “overriding purpose of CEQA is to ensure that agencies regulating activities that may affect the quality of the environment give **primary consideration** to preventing environmental damage.” (*Save Our Peninsula Committee v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4th 99, 117 (*Save Our Peninsula Committee*) [emphasis supplied, citations omitted].) Full disclosure of a project’s significant environmental effects is required so that decision-makers and the public are informed of these consequences before the project is approved, and ensures that government officials are held accountable for these consequences. (*Laurel Heights Improvement Ass’n of San Francisco v. Regents of the University of*

*California* (1988) 47 Cal.3d 376, 392 (“*Laurel Heights*”).) To this end, CEQA serves two basic, interrelated functions: ensuring environmental protection and encouraging governmental transparency. (*Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 564.)

At the heart of CEQA is the environmental impact report (EIR). (See *Laurel Heights, supra*, 47 Cal.3d at 392.) The EIR is the chief mechanism to effectuate CEQA’s statutory purposes. (*Ibid.*) It is an “environmental alarm bell” whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” (*Id.* at 392 [quoting *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 822].) Consistent with the two interrelated functions of CEQA, the EIR is intended “to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.” (CEQA Guidelines § 15003, subd. (d).) In this way, the EIR “protects not only the environment but also informed self-government.” (*Citizens of Goleta Valley, supra*, 52 Cal.3d at 564.)<sup>7</sup>

<sup>7</sup> In addition to what has long been the law under CEQA, within the past year, as mentioned earlier in this letter, there was an amendment that applies specifically to the Project (Senate Bill 292 or SB 292; Stats. 2011, ch. 393). (See Pub. Res. Code § 21168.6.5.) SB 292 provides new timelines and procedures related to the judicial and administrative process, including the timing of briefs and the requirement to hold one of the public hearings on the Project prior to finalization of the EIR. (See *Ibid.*) SB 292, however, does not speak to every single requirement contained within CEQA, and therefore, where SB 292 is silent, the other provisions of CEQA and longstanding CEQA case law must control. Environmental protection and governmental transparency remain essential elements of the process. Of some concern for these commentators is that SB 292 is silent on the duration of the comment period. Rather than provide the amount of time that adequate public review requires, the City provided the fewest number of days permitted by law. We did request an extension of the comment period to accommodate the unusual circumstances in this case, including the extensive nature of the DEIR, limitations on judicial review provided under SB 292, limitations on the agency’s response to comments under SB 292, and the touted regional importance of the Proposed Project. (See LAFLA letter to Michael LoGrande, Director of City Planning, Re: ENV-2011-0585-EIR, Extension of Comment Period on Draft Environmental Impact Report for the Convention and Event Center Project, April 18, 2012 [attached to this letter as Exhibit A].) That request was denied one business day before the end of the public comment period. (See Electronic Mail from diana.kitching@lacity.org on behalf of Planning E110585EIR, Subject: Response to Extension Request, May 18, 2012 [attached to this letter as Exhibit B] [“We wanted to let you know that we received your request to extend the comment period on the Draft Environmental Impact Report for the Convention and Event Center Project, ENV-2011-0585-EIR. We took the extension requests into consideration. There will be no extension of the 45 day comment period at this time.”].) We continue to request additional time to review the thousands of pages comprising the DEIR. From the limited review the public has been granted, it is already fairly clear that the DEIR does not include all of the potentially significant impacts of the Proposed Project, does not include all feasible mitigation measures, and does not detail all reasonable alternatives. The document’s current length appears to be in direct correlation with its dearth of substance. Furthermore, as detailed below, although this letter works within the framework of SB 292, we continue to question the legality of the statute’s limitation on judicial and administrative review.

With respect to an EIR’s contents, the lead agency is entrusted with the responsibility of “provid[ing] public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; [listing] ways in which

significant effects of such a project might be minimized; and [indicating] alternatives to such a project.” (Pub. Res. Code § 21061; see CEQA Guidelines § 15002, subd. (a).) These requirements are real and not mere technicalities:

“As our Supreme Court has recently emphasized, ‘The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been taken into account. For the EIR to serve these goals it must present information in such a manner that the foreseeable impacts of pursuing the project can actually be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made.’”

(*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal. App. 4th 70, 79 & 80 (*Communities for a Better Environment*) (citing *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449 & 450).) The EIR must not be obscure or incomplete, confusing or self-contradictory, or merely conclusory. (See *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 443; *San Joaquin Raptor Center v. County of Merced* (2007) 149 Cal. App. 4th 645, 656 fn. 4 (*San Joaquin Raptor*); *Citizens of Goleta Valley, supra*, 52 Cal.3d at 568-569 [“As we have frequently observed, it is only the EIR that can effectively disclose to the public the ‘analytic route the ... agency traveled from evidence to action.’... In general ‘the EIR must contain facts and analysis, not just the agency’s bare conclusions or opinions.’” (citations omitted).])

Consistent with the informational nature of an EIR, a lead agency must recirculate an EIR “when significant new information is added to the EIR.” (CEQA Guidelines § 15088.5, subd. (a).) Significant new information includes: (1) a new significant environmental impact resulting from the project or from a new proposed mitigation measure; (2) “substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;” (3) a “feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it;” or (4) the “DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.” (CEQA Guidelines § 15088.5, subd. (a)(1) – (4); see also *Mountain Lion Coalition v. Fish and Game Commission* (1980) 214 Cal.App.3d 1043, 1052 (*Mountain Lion Coalition*).)

If the EIR does not serve as an informational document, it fails to comply with the letter and spirit of CEQA. Judicial review of an EIR is based on an abuse of discretion standard, which “is established if the agency has not proceeded in a manner required by law or if the determination or decision is not supported by substantial evidence.” (Pub. Res. Code § 21168.5) A “prejudicial abuse of discretion occurs ‘if the failure to include relevant information precludes informed decision making and informed public participation, thereby thwarting the statutory goals of the EIR process.’” (*Berkeley Keep Jets Over the Bay Committee, supra*, 91 Cal.App.4th at 1355 [citations omitted].) To reach this conclusion, courts undergo a pragmatic analysis involving “an evaluation of whether the discussion of environmental impacts reasonably sets forth sufficient information to foster informed public participation and to enable decision makers to consider the environmental factors necessary to make a reasoned decision.” (*Id.* at 1356; *see also San Joaquin Raptor, supra*, 149 Cal.App.4th at 653 (*citing Association of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1390) [“When assessing the legal sufficiency of an EIR, the reviewing court focuses on adequacy, completeness and a good faith effort at full disclosure.”].)

Illustrated throughout this letter, the DEIR fails to include sufficient information to provide meaningful review of the Proposed Project. The DEIR’s conclusions and analysis with respect to land use, transportation and traffic/pedestrian safety, parking, air quality, groundwater, housing, aesthetics, noise, public safety, and alternatives are faulty. Likewise, many of the mitigation measures described in the DEIR are inadequate, unenforceable, or improperly deferred until after the close of the CEQA process, with no trigger for mandatory implementation. For these reasons, we urge the City to revisit and recirculate its analysis of the Proposed Project and correct the serious concerns described below, and identify meaningful, enforceable, and effective mitigation measures.

#### **Response to Comment No. 16-4**

The comment summarizes certain CEQA case law and portions of the CEQA Guidelines, but does not raise any specific environmental concern regarding the Draft EIR or the Proposed Project. The Draft EIR has been prepared in accordance with CEQA and the City’s CEQA requirements, including the CEQA guidelines cited in this comment. Refer to Topical Response No. 3, Public Review of the Draft EIR, and Topical Response No. 4, Adequacy of Draft EIR. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 16-5****BACKGROUND**

The EIR examines a project with two distinct and specific parts: (1) a National Football League (NFL) stadium with the ability to accommodate other events; and (2) a convention center rebuild with the ability to remodel other portions of the larger center. (See DEIR, Project Description.) The stadium “would be configured with 72,000 permanent seats and would be expandable to 76,250 seats.” (DEIR, Project Description, p. II-8.) Its permanent seats would be well over 10,000 seats larger than the smallest stadium currently used for NFL purposes, and 9,000 seats larger than the stadium that played host to the 2012 Super Bowl. (See Stadiums of Pro Football, Soldier Field<sup>8</sup>; *id.*, Lucas Field.<sup>9</sup>) The proposed downtown stadium would be supported by the equivalent of 1,128 full-time-employees (FTE) who would, among other things, serve 52 spectator events per year – 37 of which would have an attendance of over 65,000 attendees. (DEIR, Land Use Planning, p. IV.A-37, Table IV.A.3.) There would be 6,670 parking spaces to serve the Proposed Project, including the stadium uses. (DEIR, Parking, p. IV.B.2-11.) In conjunction with the stadium, fireworks displays would be “permitted between the hours of 10 a.m. and 11:30 p.m., 7 days per week.” (See DEIR, Appendix A - Convention and Event Center Specific Plan, p. 29.) There is the potential that forty-one electronic billboards, which change displays approximately every eight seconds, could become fixtures on the Project site. (See e.g., *Los Angeles Times*, L.A. Now blog, July 27, 2011; “Financial plan for downtown stadium gets first public airing”<sup>10</sup>; DEIR, Summary, p. I-64.) For the convention center, the Proposed Project would provide a nominal reduction in the square footage of the exhibit halls, meeting rooms, and office space of the convention center and result in a 738 FTE increase in convention center employment.<sup>11</sup> (DEIR, Project Description, p. II-36; *id.*, Land Use Planning, p. IV.A-39, Table IV.A.3.) The Proposed Project is anticipated to add to the 133 or 140 related development projects already slated “in the area of the Proposed Project that could affect conditions in the Project Area.” (DEIR, Environmental Setting, pp. III-8, III-10 – III-19, Table III-1.)

<sup>8</sup> Available at <http://www.stadiumsofprofootball.com/nfc/SoldierField.htm>.

<sup>9</sup> Available at <http://www.stadiumsofprofootball.com/afc/LucasOilStadium.htm>.

<sup>10</sup> Available at <http://latimesblogs.latimes.com/lanow/2011/07/aeg-downtown-stadium-proposal.html>.

<sup>11</sup> *This increase in employment is not explained but it may be due to an assumed increased in marketability of the convention center. As we discuss in connection with the Project description, the DEIR provides no basis for this assumption.*

Scoping comments on the DEIR were due on April 18, 2011. (See DEIR, Appendix B.) Various community groups raised issues regarding, among other things, health concerns related to construction dust and increased traffic as well as environmental justice, air quality and greenhouse gas emissions, land use planning, transportation and traffic, and

public safety impacts. (DEIR, Appendix B, Physicians for Social Responsibility Los Angeles et al. letter, *Re: Scoping Comments the Proposed Convention Center Modernization and Farmers Field Project*, April 18, 2011.) Community groups also asked the City to consider a range of reasonable alternatives. (*Ibid.*)

### **Response to Comment No. 16-5**

This comment describes several of components of the Proposed Project. However, some of the information presented is inaccurate or has been updated.

With regard to fireworks, the number of fireworks displays has been reduced and would be limited to up to 15 shows per year and of short duration (up to 20 minutes per display show). In addition, isolated uses of firework devices during events would also occur. Refer to Section II, Corrections and Additions, Subsection D.2, Artificial Light and Glare, of this Final EIR.

With regard to media displays, the Draft EIR addressed the impacts of 32 digital displays throughout the Project area. Subsequent to publication of the Draft EIR, the Project signage plans have been modified and a total of up to 30 digital displays are expected to be included within the Project. Refer to revised Figure II-24 in Section II, Corrections and Additions, Subsection II, Project Description, of this Final EIR.

With regard to the employment information contained in the Draft EIR, as provided in Section IV.A, Land Use Planning, of the Draft EIR, the increase in employment was calculated based on the anticipated increase in average attendance per day and the total number of event days. As shown in Table IV.A-3, of Section IV.A, Land Use Planning, the number of events and average event attendance at the Convention Center would increase as part of the Proposed Project. Thus, an increase of approximately 738 full-time-equivalent convention center employees is anticipated as a result of the Proposed Project.

There are 133 Related Projects within the Project vicinity. Refer to Section II, Corrections and Additions, Subsection III, Environmental Setting, of this Final EIR.

With regard to scoping comments, the Commenter is correct that comments regarding the scope of the Draft EIR were due on April 18, 2011. Copies of these comments are included in Appendix B of the Draft EIR. The environmental issues raised within these comments are addressed throughout the Draft EIR.

With regard to sizes of other football stadiums, half of the 32 NFL teams play in stadiums with seating capacities greater than 70,000. The attendance for this year's Super

Bowl in Indianapolis was 68,658. Of the 46 Super Bowls played to date, only six have had attendance under 70,000.<sup>19</sup>

### **Comment No. 16-6**

Originally the DEIR was scheduled for release in January 2012. (blogdowntown, Oct. 11, 2011, “Freeway Ramps? Longer Trains? Traffic Requests Around Farmers Field Already Adding Up” [“The draft version of environmental impact documents for AEG’s proposed Farmers Field NFL stadium should be released in January of 2012 according to a timeline detailed on Tuesday evening by the city’s top planner.”]<sup>12</sup>.) This release date was moved three months and the DEIR was not released until April 5, 2012. By the time the DEIR was released, it was approximately 10,000 pages.<sup>13</sup> Still, the City asserted that it would only circulate the DEIR for the minimum number of days legally required. (See DEIR, Summary, p. 6; CEQA Guidelines § 15105, subd. (a).) LAFLA and a number of community-groups asked for a 45-day extension of the comment period due to unusual circumstances.<sup>14</sup> In discussing the unusual circumstances warranting an extension we cited: (1) the length and complexity of the DEIR and the limitations; (2) the limited original jurisdiction and lack of appeal by right regulated by SB 292; (3) the limitations of the lead agency’s response to comments regulated by SB 292; and (4) the perceived state wide, regional, and local significance of the Proposed Project. (See Exhibit A [LAFLA letter to Michael LoGrande].) We continue to object to the relatively abbreviated review for this project considering the scope, size, and importance of the Proposed Project with unquestioned potentially significant and unmitigated impacts, and lack of reasonable alternatives. By failing to provide adequate time and meaningful opportunity for the public to review and comment upon the 10,000 page DEIR, the primary goal of CEQA to provide full disclosure to decision makers is entirely undermined.

<sup>12</sup> Available at <http://blogdowntown.com/2011/10/6429-freeway-ramps-longer-trains-traffic-requests>.

<sup>13</sup> *Despite the DEIR provided in connection with the Proposed Project, CEQA does have a page limit for an EIR. (See CEQA Guidelines § 15141 [“The text of draft EIRs should normally be less than 150 pages and for proposals of unusual scope or complexity should normally be less than 300 pages.”].) Although many EIRs exceed this page limit, for example, the Draft EIR for the Los Angeles Sports and Entertainment District was just over 500 pages without the technical appendices ([http://cityplanning.lacity.org/eir/LA\\_Entertainment\\_District/draft/draft\\_eir.htm](http://cityplanning.lacity.org/eir/LA_Entertainment_District/draft/draft_eir.htm)), lead agencies either grant extensions for public review on particularly lengthy and complex EIRs or continue to accept responses to comment after the close of the public comment period. The DEIR for the Proposed Project was approximately 10,000 pages with technical appendices. The City’s unwillingness to grant an appropriate extension of 45 days for the public comment period is inconsistent with the public participation goals outlined in CEQA. Furthermore, SB 292 provides that the City need not accept “written comments” on the DEIR submitted after the close of the public comment period. (Pub. Res. Code § 21168.6.5, subd. (f)(4).) The length of the DEIR and the*

<sup>19</sup> Source: <http://football.about.com/od/histo2/a/SBattendance.htm>, accessed August 14, 2012.

*process the City has provided is also inconsistent with the balance the Legislature wanted to reach with SB 292. (See SB 292, § 1, subd. (h).)*

<sup>14</sup> *Neither request was honored but we make our request again and request a 45-day extension of the comment period.*

### **Response to Comment No. 16-6**

The comment does not raise any specific environmental concern regarding the Draft EIR or the Proposed Project. The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 16-7**

#### **SB 292**

The exceptional nature of the Proposed Project does not end with its large size, limited review, or extensive environmental impacts; the exceptional qualities extend to the very laws applying to the Project itself. Unlike other development projects in California, the Proposed Project is subject to limited administrative and judicial review provisions unique to it, which were implemented for the sole purpose of advancing the Project. These provisions were incorporated into the Public Resources Code pursuant to Senate Bill 292 (SB 292). (See Pub. Res. Code § 21168.6.5) We assert that SB 292 is unconstitutional, as outlined below, and may have an adverse effect on judicial economy and the administration of justice.

First, SB 292's restriction of original jurisdiction over CEQA matters is unconstitutional. Critically, one provision of SB 292 states:

*“An action or proceeding to attack, set aside, void, or annul a determination, finding, or decision of the lead agency certifying the environmental impact report or granting one or more initial project approvals **shall be commenced by filing a petition for writ of mandate with the Second District Court of Appeal...**”*

(Pub. Res. Code § 21168.6.5, subd. (d)(1) [emphasis supplied].). This jurisdictional limitation excluding the California Supreme Court and superior courts does not harmonize with the

California Constitution, which provides that “[t]he Supreme Court, courts of appeal, superior courts, and their judges...have original jurisdiction in proceedings for extraordinary relief in

the nature of mandamus.” (See Cal. Const., art. VI, § 10). Courts have held for more than a century that the legislature cannot limit or extend jurisdiction “where the judicial power of courts, either original or appellate, is fixed by constitutional provisions.” (*Chinn v. Superior Ct. of San Joaquin County* (1909) 156 Cal. 478, 480.) In amending the Public Resources Code with the passage of SB 292, the Legislature has overstepped its authority in limiting original jurisdiction to the Second District Court of Appeal. Thus, SB 292 is unconstitutional because it impermissibly limits original jurisdiction of the California Supreme Court as well as that of the superior courts.

Second, SB 292 is unconstitutionally specific, and favors one individual business over all others. The California Constitution provides that “[a]ll laws of a general nature have uniform operation. A local or special statute is invalid in any case if a general statute can be made applicable.” (Cal. Const., art. VI, § 16, subds. (a)-(b).) Indeed, SB 292 is just such a special statute that limits its applicability to a specific, named stadium project. SB 292 states that the bill establishes “specified administrative and judicial review procedures for the administrative and judicial review of the EIR and approvals granted for a project related to the development of a **specified stadium in the City of Los Angeles.**” (SB 292 (1) [emphasis supplied].) SB 292 also names the particular project to which the statute applies, which discriminates against all other developers who would be able to complete similar projects with similar benefits: “It is in the interest of the state to expedite judicial review of the **Convention Center Modernization and Farmers Field Project...**” (SB 292 § 1 subd. (h) [emphasis supplied].) SB 292 unconstitutionally favors one particular project and should be struck down because it is too specific.

Finally, the statute is impermissibly arbitrary. Laws passed by the Legislature that classify one type differently than another must be “rationally related to achievement of a legitimate state purpose.” (*Cohan v. Alvord* (1984) 162 Cal. App. 3d 176, 182 (*quoting Western & Southern L.I. Co. v. Bd. of Equalization* (1981) 451 U.S. 648, 668-669).) To decide whether a statute meets this standard of review, the inquiry is first whether the legislation has a legitimate purpose, and second whether it was reasonable that lawmakers believed the classification would promote that purpose. (*Ibid.*) Section 1 of SB 292 articulates that the proposed project will modernize an outdated Convention Center, construct a new stadium, and generate full-time construction and permanent jobs, further stating that it is in the state’s interest to expedite review of this project while protecting the environment and the public’s right to review. (SB 292 §1 subds. (a)-(h).) Although “job creation” may be a legitimate state purpose, the statute specifying only one proposed project, as such, is not rationally related to the achievement of this purpose. Indeed, a statute passed for only one project may even frustrate this end goal if the particular project falls through. Furthermore, it is not rational to believe that excepting one project without ensuring appropriate mitigations will achieve the purpose of CEQA, which is to protect the environment and public engagement in the process. Therefore, this statute is unconstitutional.

Notably, SB 292 was enacted along with a related bill, Assembly Bill 900 (AB 900, Stats. 2011, ch. 354), which requires an expedited CEQA review for projects that are certified by the Governor as an “environmental leadership development project.” (See (Pub. Res. Code § 21180, subd (b).) AB 900 contains similar justifications as SB 292 for expedited judicial review and also limits original jurisdiction to the California Court of Appeal. (*Compare* SB 292, *with* AB 900.) Therefore AB 900 faces similar constitutional issues and to the extent AB 900 is deemed unconstitutional, this ruling may also apply to SB 292. Because SB 292 restricts original jurisdiction, is unconstitutionally specific, and is impermissibly arbitrary, it should be struck down.

In addition to the constitutional issues, there are also concerns regarding judicial economy and equal access to justice. In a March 20, 2012, letter, the Judicial Council of California commented on efforts to further expand AB 900 in Senate Bill 1214 (SB 1214), citing such concerns as:

“The Court of Appeal is not designed to be the court of first resort...the Court of Appeal is a very inefficient method of handling these complex CEQA cases...this expedited review scheme will likely have an adverse impact on other cases...providing expedited judicial review directly in the Court of Appeal for some cases while other cases are subject to original jurisdiction in the superior court, in our view, undermines equal access to justice.”

(Judicial Council of California letter to Senator Anthony Cannella, Re: SB 1214 (Cannella), as introduced -Oppose, March 20, 2012 [attached to this letter as Exhibit C].) SB 292 could have an adverse impact on the administration of justice.

### **Response to Comment No. 16-7**

The comment relates to legal issues regarding the statutory framework enacted by the Legislature in the passage of SB 292. It does not raise an environmental concern regarding the Draft EIR or the Proposed Project; therefore, no response is required. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

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**Comment No. 16-8****ANALYSIS****I. Project Description**

CEQA provides that an EIR shall contain a project description that includes: (1) a detailed map of the project area and the precise location and boundaries of the proposed project; (2) a statement of the project's objectives; (3) a discussion of the project's "technical, economic, and environmental characteristics;" and (4) a statement describing the intended uses of the EIR. (CEQA Guidelines § 15124, subds. (a) – (d).) The necessarily resulting "accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) When a project description does not meet these requirements and is "curtailed, enigmatic, or unstable" it draws a "red herring across the path of public input." (*Id.*, at p. 198.) It is "**only through** an accurate view of the project" that the "public and interested parties [can] balance the proposed project's benefits against its environmental costs, consider appropriate mitigation measures, assess the advantages of terminating the proposal and properly weigh other alternatives." (*San Joaquin Raptor, supra*, 149 Cal.App.4th at p. 655 [citations omitted, emphasis supplied].) The description of the Proposed Project fails to meet this standard; as a result, the DEIR must be revised and recirculated. (See CEQA Guidelines § 15088.5, subd. (a); see also *Mountain Lion Coalition, supra*, 214 Cal.App.3d at p. 1052.)

**Response to Comment No. 16-8**

The Project Description, provided in Section II, Project Description, of the Draft EIR clearly contains the required contents set forth in Section by 15124 of the CEQA Guidelines. Specifically, Section 15124(a) of the CEQA Guidelines requires, "The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map." Consistent with these requirements, Figure II-1 on page II-2 of Section II, Project Description, of the Draft EIR depicts the regional vicinity of the Project Site, Figure II-2 on page II-3 provides a Project Location Map, Figure II-3 on page II-4 provides a site plan of the Project Site under existing conditions, and Figure II-4 on page II-6 provides an aerial view of the Project Site and its environs.

Section 15124(b) of the CEQA Guidelines requires, "A statement of objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the

project.” Pages II-17 through II-20 of Subsection (B), in Section II, Project Description, of the Draft EIR discuss the Project Objectives. In addition, as stated on page II-17, “The underlying purpose of the Proposed Project is to enhance the marketability of the Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. The basic Project Objectives supporting this underlying purpose are set forth as items 1 to 7. Supporting sub-objectives are listed below the basic Project Objectives.”

Section 15124(c) of the State CEQA Guidelines require, “A general description of the project’s technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.” Pages II-27 through II-57 of Section II, Project Description, provide a discussion of the project’s characteristics.

Section 15124(d) of the CEQA Guidelines requires, “A statement briefly describing the intended uses of the EIR”. Pages II-60 through II-63 of Subsection (G), in Section II, Project Description, of the Draft EIR provides a discussion of the “Intended Uses of the EIR.”

Based on the above, the Project Description in the Draft EIR meets the requirements of CEQA and accurately describes the Proposed Project in an appropriate level of detail for evaluation and review of environmental impacts.

## **Comment No. 16-9**

### **A. Project Boundaries**

The DEIR describes the Project’s northern boundary as Chick Hearn Court, eastern boundary as Figueroa Street, western boundary as the 110 Freeway, and southern boundary as Venice Boulevard. (DEIR, Project Description, p. II-1.) Sub-objective 3.c. states, however, that one of the objectives of the Proposed Project is to:

“Synergistically build upon existing venues, including STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level.”

(DEIR, Project Description, p. II-18.) This objective incorporates adjacent uses included in the Los Angeles Sports and Entertainment District (LASED) Specific Plan, including L.A. LIVE. For the LASED Specific Plan, the northern boundary is Olympic Boulevard, eastern boundary is Flower Street, western boundary is the 110 Freeway, and southern boundary

incorporates a portion of the Proposed Project Area. (See LASED Specific Plan, Ordinance No. 174,224, effective Oct. 21, 2001, § 1.A, pp. 1 & 2.)<sup>15</sup> The northern and eastern boundaries of the LASED more appropriately reflect the actual boundaries of the Proposed Project. This reading is consistent with the very permits and approvals required for development of the Proposed Project, which include:

<sup>15</sup> Available at [planning.lacity.org/complan/specplan/pdf/LASED.PDF](http://planning.lacity.org/complan/specplan/pdf/LASED.PDF).

“Amendment of the LASED Specific Plan, as well as the Development Agreement and Disposition and Development Agreement, to remove the land use restriction with regard to the Convention Center Expansion Parcel Development Site 1a in the Olympic West Subarea of the proposed Specific Plan upon completion of the New Hall...”

“Amendment of termination of the existing Reciprocal Easement Agreement and Environmental Restriction Agreement and the Disposition and Development Agreement related to STAPLES Center and LASED...”

(DEIR, Project Description, pp. II-64, II-66.) Critically, some of the purposes of the LASED are:

“Expand the economic base of the City, by providing additional employment opportunities and additional revenues to the region;”

“Enhance the existing Convention Center and STAPLES Center development, by providing a convention center hotel site, public gathering places and a pedestrian friendly environment through the establishment of unique streetscape design guidelines; and

“Ensure adequate parking for the STAPLES Center and the mix of uses anticipated by this Specific Plan, through the use of shared parking, reduced parking and/or other similar measures. This Specific Plan acknowledges that the current designated parking for the STAPLES Center is within the Specific Plan area and within the Convention Center parking facilities pursuant to the Parking Lease by and between the City of Los Angeles and the LA Arena Land Company, Inc, but that parking may also be provided outside the Specific Plan area within 1500 feet of the Specific Plan boundary as provided in Section 14(D)(3) of this Specific Plan.”

(LASED Specific Plan, Ordinance No. 174,224, effective Oct. 21, 2001, §§ 2.D, 2.E, 2.F, p. 4.) Indeed, consistent with this connection, the Parking section of the DEIR focuses on

shared parking between the stadium, the convention center, the STAPLES Center, and L.A. LIVE. (See DEIR, Parking.)

This more accurate understanding of the Proposed Project and its boundaries requires a more thorough analysis of the Proposed Project's impacts on sensitive receptors, including residential areas, to the north and east of the Project. Currently the DEIR states the "Pico-Union community of the City of Los Angeles is the nearest residential neighborhood to the Project Site." (DEIR, Other CEQA Considerations, p. VI-23.) The DEIR then undergoes an analysis in several sections of the DEIR that is specific to Pico-Union. Once we begin to examine what the scope of the actual Project is, the nearest residential communities are also to the east rather than the west of the Project site.

The Proposed Project is an extension of the LASED project. The EIR must correct the boundaries of the Proposed Project to more accurately reflect the Project area.<sup>16</sup>

<sup>16</sup> *The issue of project boundaries also relates to a larger concern of piecemealing. Laurel Heights, supra, 47 Cal. 3d 376, is the leading legal guide to whether the project described and analyzed by an EIR is actually the whole project for CEQA purposes. CEQA does not permit chopping a large project into pieces in a manner that submerges environmental concerns. Doing so is improper "piecemealing." As the City has failed to review the whole of the project, which includes the use of L.A. LIVE and implicates the entire LASED, the City has engaged in improper piecemealing. The entire project must be reviewed in the DEIR.*

### **Response to Comment No. 16-9**

The comment that the LASED Specific Plan southern boundary incorporates a portion of the Proposed Project Area is incorrect. As shown in Figure II-9 in Section II, Project Description, of the Draft EIR, the LASED Specific Plan southern boundary between Cherry Street and Figueroa Street is Chick Hearn Court (and not Pico Boulevard), which is the northern boundary of the Project Site for the Proposed Project. The southern boundary for the LASED Specific Plan between Figueroa Street and Flower Street is Pico Boulevard. The Proposed Project is not an extension of the LASED, as contended in the comment, but an independent project involving different land uses on different albeit adjacent property.

The comment that the Proposed Project "incorporates adjacent uses" and thus the Draft EIR analysis is "piecemealed" and needs to include L.A. LIVE is also incorrect. Simply because a project proposes to "synergistically build upon" similar complementary uses adjacent to the Project Site does not mean that it would "incorporate adjacent uses" as contended by the comment. Further, shared parking agreements, such as those proposed, do not render the Proposed Project an "extension of the LASED project" as contended by the Commenter. The Proposed Project does not include the use of L.A. LIVE or other facilities within the adjacent LASED, but rather further complements their uses. Existing operations at LA LIVE, STAPLES, and other facilities within the LASED will not

change due to implementation of the Proposed Project. Rather, they are part of the environmental baseline. Therefore, changing the boundaries as suggested in the comment would in no way change the analysis or conclusions of the EIR. As CEQA requires only the analysis of a project's incremental environmental impacts, no further analysis of these existing facilities is required.

The comment also states that the Draft EIR requires a more thorough analysis of the Proposed Project's impacts on sensitive receptors, including residential areas, to the north and east of the Project and not just those to the west. Although, as stated by the Commenter, the Draft EIR does provide analyses in several sections of the Draft EIR that are specific to Pico-Union, the EIR also includes an analysis of potential impacts on the residential uses to the east, north, and south of the Project Site. For example, as stated on page IV.E-5 of Section IV.E, Noise, of the Draft EIR, the noise analysis provides an analysis of twenty-six (26) noise-sensitive receptors (including residences) which range from approximately 90 feet (R2—residences located on Pico Boulevard, east of Figueroa Street) to approximately 1,940 feet (R22—residences located on Toberman Street, north of 18th Street) from the Project Site. Similarly, pages IV.D.1-3 through IV.D.1-5 of Section IV.D.1, Natural Light (Shading), of the Draft EIR provide a list of shade-sensitive uses analyzed in Section IV.D.1, which include residential uses not only to the west, but also those to the east and north of the project site. In addition, Section IV.D.2, Artificial Light and Glare, of the Draft EIR provides an analysis of potential impacts of the Proposed Project on light-sensitive uses, which includes residential uses in all directions from the Project Site (refer to Figure IV.D.2-1, Map of Artificial Light Receptor Locations, on page IV.D.2-7). Section IV.B.1, Air Quality, of the Draft EIR also provides an analysis of localized air quality impacts with a focus on impacts to sensitive receptors in the Project vicinity. A map of the sensitive air quality receptors evaluated is provided on page IV.F.1-14 of Section IV.F.1, Air Quality, of the Draft EIR.

### **Comment No. 16-10**

#### **B. Statement of the Project's Objectives**

In stating the Project's objectives, the City may not artificially narrow them. The project description "should not supply extensive detail beyond that needed for evaluation and review of the environmental impacts" and the statement of objectives "should include the underlying purpose of the project." (CEQA Guidelines § 15124; *id.*, § 15124, subd. (b).) Project objectives should be broadly stated to assist in the development and evaluation of project alternatives. (*Ibid.* ["A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings and statements of overriding considerations, if necessary."]; *California Oak Foundation v. Regents of University of California* (2010) 188 Cal.App.4th 227 [holding that objectives stated broadly serve the purpose of assisting in

the development and evaluation of a reasonable range of alternatives]; see *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143 [objectives should be broad enough to permit a reasonable range of alternatives].) Far beyond including the underlying purpose of the Proposed Project, the objectives are so specific that they describe only one possible project. They are not the required broad goals that assist in the development and evaluation of a reasonable range of alternatives. For example, one of the project's objectives is: "completing the Event Center prior to the 2016 NFL season." (DEIR, Project Description, p. II-20.) This objective appears to require an accelerated timing and dictate the limited use of the Proposed Project, both of which bar consideration of any other Project alternative.

Likewise, sub-objectives of the Proposed Project include:

"Develop an Event Center that would also be used for event floor exhibit hall space and premium meeting rooms, with direct physical connections to the Convention Center."

"Synergistically build upon existing venues, including STAPLES Center and L.A. LIVE,<sup>17</sup> to create a sports and entertainment center recognized at a local, regional, national, and international level."

"Through appropriate design, location and massing, seamlessly integrate the additional exhibition space with the existing South Hall and Concourse Building to create an overall complex that is efficient, architecturally compatible, and maximizes opportunities for contiguous event and meeting space."

<sup>17</sup> L.A. LIVE is not on the Project site but in the surrounding area that we suggests should be included in the Project boundaries.

"Locate the Project at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors and employees a viable alternative to the automobile."

"While encouraging transit, nonetheless locate the Project at the regional freeway hub that is well served by multiple freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local system."

"Develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provide civic, cultural, and sporting

amenities that serve a wide range of public interests in the City and the region.”

(DEIR, Project Description, pp. 18 – 20 [sub-objectives].) Therefore, it appears the Proposed Project must be an NFL stadium that is completed for operation by September 2016, and the Proposed Project can only be built in a location that is adjacent to rail, bus lines, a regional freeway hub, the Convention Center, STAPLES Center, and L.A. LIVE and must be on public land. As we will examine further in our discussion of alternatives, the City’s narrow definition of the Proposed Project impermissibly shortchanges the CEQA process by framing the discussion so that the range of reasonable Project alternatives is artificially limited.

The EIR must be revised and recirculated to include a broader statement of Project objectives that complies with the letter and spirit of CEQA, and allows for a genuine discussion of Project alternatives.

### **Response to Comment No. 16-10**

In accordance with Section 15124(b) of the CEQA Guidelines, a statement of project objectives, including the underlying purpose of the Proposed Project, is provided on pages II-17 through II-20 of Section II, Project Description, of the Draft EIR. As indicated therein, the underlying purpose of the Proposed Project is to enhance the marketability of the Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. The Lead Agency identified the Project Objectives based on input from the Applicants. These Objectives include objectives pertaining to the Event Center, objectives pertaining to the New Hall, and more general City planning objectives consistent with the City’s General Plan. In total, 7 objectives and 32 sub-objectives are included for the Convention and Event Center. The seven primary objectives address a range of key issues, including modernization and marketability of the Convention Center, the construction of an Events Center that complements adjacent uses, implementation of General Plan objectives that revitalize the area, a design that promotes the spectator experience and is consistent with smart growth, maximization of existing and planned transportation infrastructure, minimization of disturbance to Convention Center operations, and promotion of economic development and job creation. Thus, these objectives are not impermissibly narrow.

The Project Objectives for the Proposed Project do not impede the development and evaluation of a reasonable range of alternatives in conformance with the requirements of CEQA. Rather, the Draft EIR includes an analysis of seven alternatives to the Proposed Project and also includes a discussion of why six other alternatives were rejected as

infeasible and not subject to additional analysis. In accordance with CEQA Guidelines Section 15126.6 (b) of the CEQA Guidelines, the six alternatives that were evaluated were chosen because they were determined to be capable of avoiding or substantially lessening significant effects of the project while still accomplishing most of the basic Project Objectives. These include Alternatives that are intended to meet specific Project Objectives pertaining to the Convention Center and implementation of the City's General Plan. Furthermore, in accordance with CEQA Guidelines Section 15126.6(a), the alternatives analysis within the Draft EIR recognizes that an alternative does not have to meet all of the objectives of the Project.

### **Comment No. 16-11**

#### **C. Discussion of the Project's Technical, Economic, and Environmental Characteristics**

The DEIR fails to describe the Proposed Project's economic characteristics. One of the Project's objectives is to "[m]odernize and enhance the marketability of the Convention Center," which would be done by "creating a more efficient exhibit hall contiguous to the existing South Hall that would substantially improve the rank of the Convention Center and make it more competitive nationally." (DEIR, Project Description, p. II-17.) There is nothing in the DEIR to support the assumptions that the Proposed Project would enhance the marketability of the Convention Center, improve its rank, or make it more competitive nationally. In fact, the only available evidence suggests that the Project will have no impact on the marketability or rank. To illustrate, the current perceived rank of the convention center could be based on one report ranking 25 convention centers. (See Meeting Source.Com, Top 25 Sites and "Second-Tier" Convention Cites.)<sup>18</sup> This report examined the busiest convention centers, reviewing raw square footage and availability of hotel rooms, and ranked the Los Angeles Convention Center fourteenth of the top sites. (*Ibid.*) A short description of the Los Angeles Convention Center provides "[e]verything is within an easy walk from the convention center and lots of downtown entertainment." (*Ibid.*) The DEIR states the raw square footage of the convention center is only increasing by 8.18% and this increase is not in combined total meeting and exhibit space at the convention center but in storage, back-of-house, and similar uses. (DEIR, Project Description, p. II-36, Table II-5.) Moreover, the Proposed Project is not building a single new hotel room and there is nothing to suggest that adding downtown entertainment options, which are already described as "lots," will increase attendance at the convention center. Rather, the Project may decrease the number of available hotel rooms as hotels are used for stadium related uses that do not benefit the convention center. It is also important to note that much of the analysis related to the increased marketability of the convention center is occurring in a vacuum, as according to the DEIR, "[t]he Convention Center Applicant does not collect actual daily or annual attendance levels." (DEIR, Project Description, p. II-26.) Therefore, there is no true way to measure the increase in attendance at the convention center or in

marketability. According to the DEIR, the FTE associated with the convention center portion of the Proposed Project is 738 FTE, or **almost 40%** of the total permanent employment benefits resulting from the Project. (See DEIR, Land Use Planning, p. IV.A-39, Table IV.A-3.) If marketability of the convention center does not increase, then there does not seem to be a basis for the currently unexplained assumed increase in FTE at the convention center.

<sup>18</sup> Available at [http://www.meetingsource.com/convention\\_centers.htm](http://www.meetingsource.com/convention_centers.htm) (based on a report by the Travel Industry Association of America, the National Business Travel Association, and the Institute of Business Travel Management).

Furthermore, one of the oft-touted benefits of the Project is that while it will be on public land, it will be financed with private dollars and not public funds. Some relevant Project objectives include:

“Incorporate signage into the design of the Project in a manner that is compatible with the signage program of the neighboring [LASED], is capable of attracting sponsorship revenues to assist in the private financing of the Event Center, and reinforces the site’s sense of place as a major urban sports and entertainment destination venue.”

(DEIR, Project Description, p. II-19 [sub-objective 4.g].) And the objectives to:

“Promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism.

“a. **Finance construction of the New Hall at no risk to the City’s General Fund.**

“b. **Construct the Event Center and new parking structures solely from private funding sources**, including signage, naming rights and project sponsorship.

“c. Develop entertainment and sports facilities on public lands that **provide a return to the City’s General Fund** and/or provide civic, cultural, and sporting amenities that serve a wide range of public interests in the City and the region.

“d. Generate **substantial additional revenues**<sup>19</sup> for the City government, stimulate economic activity in the greater Los Angeles area, and create

thousands of good paying construction and permanent jobs as soon as possible.

“e. Provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional Exhibition Events and local and out of town fans to additional Spectator Events.”

<sup>19</sup> *Importantly, as far as the economic benefits of the project “[t]he academic literature related to stadium development projects is largely harmonized in drawing conclusions that stadiums have not been nor will they continue to be the economic drivers they are stated to be in impact analysis documents.” (See Preliminary HIA on the Proposed Project, supra.)*

(DEIR, Project Description, p. 11-20 [emphasis supplied] [objective seven and sub-objectives for same].) There is no analysis to support these objectives and the resulting benefits. We do know that there will be public financing for the Proposed Project. (See City Council File No. 11-0023, Memorandum of Understanding, Proposed Project, July 25, 2011 [\$275 million in tax-exempt bonds would provide some funding to the convention center portion of the Project – “73% of bond payments would be covered by AEG payments and 27% of net new tax revenues generated by the Event Center would cover the remainder.”].) The sources of revenue from the Proposed Project may be ticket sales, revenue resulting from the signage rights, naming rights, and other potential sources. Not only is this relevant to the objectives of the Project but also to a later discussion of determining feasible mitigation to offset the Proposed Project’s impacts.

Information related to the economic characteristics, including the marketability of the convention center and a pro forma financial statement for the Proposed Project must be included in the DEIR. The EIR must be revised and recirculated with this crucial information. (See *Mountain Lion Coalition, supra*, 214 Cal.App.3d at p. 1052.) The DEIR’s current failure to include this information is particularly disconcerting since this missing information, as discussed throughout this letter, is held out as an objective and overriding benefit, as well as justification for limiting the range of reasonable Project alternatives.

### **Response to Comment No. 16-11**

With respect to the portion of the comment that the square footage of the Convention Center is only increasing by 8.18 percent, note that, as stated on page II-12 in Section II, Project Description, of the Draft EIR, the Convention Center currently has a total of 886,093 square feet of Rentable Area. Under the Proposed Project, the Rentable Area within the Project Site would increase by 241,150 square feet to a total of approximately 1.1127 million square feet as shown in Table II-3 (Revised) in Section II, Corrections and Additions, of this Final EIR. This represents a 27 percent increase in Rentable Area for exhibit and meeting room use over the existing Convention Center, which would improve

the rank of the Convention Center and make it more competitive nationally. Included in these totals are exhibit and meeting space that would be available for Exhibition Events at the Event Center when it is not being used for Spectator Events. As set forth in the letter from the Los Angeles Convention Center provided in Appendix F of this Final EIR, one objective of the Convention Center is to become more competitive nationally. This generally requires a minimum of 1 million square feet of Rentable Area in order to be competitive with other convention centers around the country. Over 1.1 million square feet of exhibit and meeting room Rentable Area would be available within the future Convention Center and the Event Center when both facilities are configured for exhibit and meeting use. There would be direct connections at the primary floor levels among the venues to facilitate shared utilization. The Event Center, located directly adjacent to the Convention Center, would be designed to function as an integrated component of the Convention Center for conventions, trade shows and other events. This would enable the LACC to host events it is currently unable to host due to inefficient configuration of space. In addition, the proposed New Hall would be constructed as an extension of the Convention Center's South Hall to improve the efficiency and competitiveness of the Convention Center by creating contiguous space and an efficient floor plan.

More importantly, the Proposed Project would improve the quality of the exhibition space. Currently the West Hall and South Hall do not provide contiguous exhibition space, as they are separated by Pico Boulevard. As set forth in the set forth in the letter from the Los Angeles Convention Center provided in Appendix F of this Final EIR, only 346,890 square feet of contiguous space exists within the Convention Center. Major convention centers within the same competitive set as the Los Angeles Convention Center have in excess of 500,000 square feet of contiguous exhibit space. The Proposed Project would demolish the West Hall and construct, adjacent to the South Hall, the New Hall which would provide for a total of 541,327 square feet of contiguous exhibition space. Contiguous exhibition space is needed to attract larger conventions. Moreover, the Proposed Project would result in a more efficient layout of exhibition, meeting room and support space that would allow for improved operations. In addition, the Proposed Project would include development of a ballroom, an important amenity that the current Convention Center does not have.

The comment also speculates that the Proposed Project may decrease the number of available hotel rooms as hotels are used for stadium related uses that do not benefit the convention center, but provides no support for this statement. The related projects analyzed in the Draft EIR include proposed hotel rooms in the vicinity of the Project Site (refer to Table III-1, List of Related Projects, in Section III, Environmental Setting, of the Draft EIR). Regardless, this is not considered an environmental issue under CEQA.

With respect to the portion of the comment regarding the increase in Full Time Equivalent employees generated by the Proposed Project, note that the estimate provided in Section IV.A, Land Use, of the Draft EIR of an estimated 1,866 FTE jobs during operations is based upon employee generation factors at similar sized convention centers and event centers.

The comment contends that a pro forma financial statement for the Proposed Project must be included in the project description section of the Draft EIR. CEQA does not require either financial information or pro formas to be provided in a Draft EIR. However, the economic characteristics of the Proposed Project are discussed within the Section II, Project Description of the Draft EIR in terms of enhancing the marketability of the existing Convention Center and generating jobs and revenues. This discussion is supported by the more detailed analysis of the fiscal and economic impacts of the Proposed Project provided in Appendix H of the Draft EIR. As discussed in Response to Comment No. 16-8, the Project Description includes all of the information specified in Section 15124 of the CEQA Guidelines.

The proposed Event Center and new parking structures would be constructed solely from private funding sources, including signage, naming rights, and project sponsorship. The New Hall would be constructed with bond financing that would be repaid by the Event Center Applicant and through new tax revenues generated by the Event Center. Therefore, no City General Fund revenues will be used, and, consistent with the Project Objectives, the New Hall will be constructed at no risk to the City's General Fund. Further, the Signage Regulations would support advertising and the naming rights to the Event Center, generating revenue streams necessary for project funding for the Event Center and repayment of the bonds issued by the City for construction of the New Hall. Furthermore, assessing the financial feasibility of the Proposed Project is outside of the scope of CEQA.

If the decision-makers decide to approve the Proposed Project with significant unavoidable impacts, the decision-makers must make the appropriate findings at that time regarding whether the Proposed Project's benefits outweigh its impacts. With respect to the range of Alternatives evaluated within the Draft EIR, the Commenter is referred to Response to Comment No. 16-10.

### **Comment No. 16-12**

#### **II. Environmental Setting**

Pursuant to CEQA:

“An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant....”

(CEQA Guidelines § 15125, subd. (a).) “Without a determination and description of the existing physical conditions on the property at the start of the environmental review process, the EIR cannot provide a meaningful assessment of the environmental impacts of the proposed project.” (*Save Our Peninsula Committee, supra*, 87 Cal.App.4th at p. 119.)

The environmental setting set forth in the DEIR is woefully lacking. The first problem, as discussed with regards to the Project description, is the misleading project boundaries, which relates to an inaccurate discussion of on-site conditions, previous land approvals, surrounding land uses, and existing conditions. (See DEIR, Environmental Setting, pp. III-1 – III-6.)

Furthermore, in analyzing the cumulative impacts of the Project, the DEIR based its analysis on the assumption “that all 140 related projects... are implemented.” (DEIR, Environmental Setting, p. III-8.) In listing the related projects, however, the DEIR goes on to list only 133 of those 140 related projects. (*Id.*, Environmental Setting, pp. III-8 – III-19, Table III-1.) This incomplete list of related projects then fails to state the size of some of those related projects, including a project that is over five million square feet in size and was handled by the same environmental consulting firm that is cited on the DEIR for the Proposed Project. (See *id.*, Environmental Setting, p. III-19, Table III -1 [project number 132, University of Southern California (USC) Master Plan]; see also Department of City Planning, USC Development Plan EIR, Case No. ENV-2009-271-EIR<sup>20</sup>.) Failure to secure this information that can be easily accessed on the City’s website calls into question the thoroughness of the review.

<sup>20</sup> Available at <http://cityplanning.lacity.org/>.

The environmental setting must be revised and the DEIR recirculated to include the full Project boundaries and a complete listing of related projects.

**Response to Comment No. 16-12**

Section II, Project Description of the Draft EIR provides a clear description of the existing physical conditions on the Project Site in accordance with CEQA. The Commenter is referred to Response to Comment No. 16-9 regarding the boundaries of the Project Site.

The related projects list set forth in Table III-1 of Section III, Environmental Setting, of the Draft EIR is correct and includes 133 related projects. The text references to 140 related projects are typographical errors and have been corrected in subsection III of Section II, Corrections and Additions, of this Final EIR.

With respect to the comment that Table III-1 does not indicate the size of Related Project No. 132, note that this project is the USC Master Plan, also referred to as the USC Development Plan. The USC Development Plan includes 2,500,000 square feet of academic and University uses; up to 350,000 square feet of retail/commercial uses; and approximately 2,135,000 square feet of student and faculty housing providing up to 5,400 student beds and approximately 250 faculty housing units. The USC Development Plan Project also includes an approximately 165,000-square-foot hotel and conference center with up to 150 guest rooms, and a new University-affiliated K–8 laboratory school and community educational academy comprised of up to approximately 80,000 square feet. As provided in Subsection III of Section II, Corrections and Additions, of this Final EIR, this specificity has been added to Table III-1 and is consistent with the USC Development Plan EIR. The cumulative analyses provided in Section IV of the Draft EIR include cumulative impacts from the specific uses and square footages for this related project as listed in this paragraph. As such, noting the specific development components associated with Related Project No. 132 does not constitute significant new information to warrant additional analyses and recirculation of the Draft EIR.

**Comment No. 16-13****III. Environmental Impacts and Mitigation Measures**

An EIR must “identify and focus on the significant environmental effects of the proposed project” and “describe feasible measures which could minimize significant adverse impacts.” (See CEQA Guidelines § 15126.2, subd. (a); *id.*, § 15126.4, subd. (a)(1).) According to the DEIR, the Proposed Project will have potentially significant and unavoidable impacts associated with transportation, visual quality and aesthetics, historic resources, views, artificial light, air quality, and solid waste. (DEIR, Summary, pp. I-17 – I-18.) However, the DEIR fails to capture the complete set of impacts under these sections and fails to analyze entire categories of impacts not considered potentially significant impacts under the DEIR. Adding to the fundamental flaws in the description and environmental setting, which vitiate the information benefits of the DEIR, the DEIR fails to

properly analyze the environmental impacts of the Proposed Project or identify feasible mitigation measures. Of particular concern is the discussion, or lack thereof, regarding land use planning, transportation and traffic/pedestrian safety, parking, air quality, groundwater, housing, public safety, aesthetics, noise, and public safety. The City must cure these errors and recirculate the DEIR.

### **Response to Comment No. 16-13**

The comment does not provide any specific reasons here regarding why the Commenter is of the opinion that the Draft EIR does not capture the complete set of impacts or identify feasible mitigation measures for the environmental issue areas cited in the comment. In addition, the topics of land use planning, transportation and traffic/pedestrian safety, parking, air quality, groundwater, housing, public safety, aesthetics, noise, and public safety that are of noted concern to the Commenter are thoroughly evaluated in the Draft EIR. Refer to Sections IV.A, Land Use; IV.B.1, Transportation; IV.B.2, Parking; IV.F.1, Air Quality; IV.H.2, Water Resources—Groundwater; IV.J.1, Public Services—Police Protection; IV.C, Aesthetics/Visual Resources; and IV.E, Noise, of the Draft EIR.

The Draft EIR has been completed in accordance with CEQA and the City of Los Angeles requirements for preparing EIRs. The Draft EIR specifically complies with CEQA Guidelines Section 15126.2 requirements to identify and focus on the significant environmental effects of the proposed project and describe feasible measures to minimize significant adverse impacts. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Commenter is also referred to Topical Response No. 4, Adequacy of the Draft EIR.

### **Comment No. 16-14**

#### **A. Land Use**

The DEIR improperly concludes that “land use impacts would be less than significant.” (See DEIR, Land Use Planning, p. IV.A-78.) CEQA Guidelines provide that the EIR must discuss “any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans.” (CEQA Guidelines § 15125, subd. (d).) In analyzing land use impacts, the examination involves whether the proposed project would:

- “a) Physically divide an established community;
- “b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance)

adopted for the purpose of avoiding or mitigating an environmental effect; [and/or]

- “c) Conflict with any applicable habitat conservation plan or natural community conservation plan.”

(CEQA Guidelines, Appendix G, Environmental Checklist, § IX, subds. (a) – (c).) The Preliminary HIA on the Proposed Project, *see supra*, prepared by Human Impact Partners<sup>21</sup> and submitted on May 21, 2012, as comments to the DEIR, as well as the discussion in the transportation and traffic, housing, and public safety sections of this letter, show that there are a number of significant impacts that the DEIR failed to analyze or mitigate.

<sup>21</sup> *Human Impact Partners (HIP) is a nonprofit organization whose primary expertise is in conducting HIAs to increase the consideration of health in decision-making arenas. HIP has conducted HIAs on the local, state and federal levels. The findings from HIP’s HIAs have been integrated into numerous policy-making and planning processes. The Preliminary HIA was a result of a rapid assessment reviewing the health impacts associated with the approval of a football stadium in downtown Los Angeles, including the potential housing, land use, and public safety impacts of the Proposed Project.*

The EIR must be revised to discuss and mitigate the land use impacts of the stadium, including consistency with the general plan, and recirculated for public review.

## 1. Impacts

### a. Consistency with Land Use Plan, Policies, and Regulations

In determining the Proposed Project’s consistency with land use plans, policies, and regulations, the DEIR examined whether the proposal is consistent with: (1) “the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site” and (2) “the General Plan or adopted environmental goals or policies contained in other applicable plans.” (DEIR, Land Use Planning, p. IV.A-17.) The “general plan is the constitution for future development... located at the top of the hierarchy of local government law regulating land use...” (*DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773 [internal citations omitted].) The DEIR finds that:

“The Proposed Project is potentially consistent with the vast majority of the goals, objectives, policies, and guidelines of the identified regional and local plans. While there are very limited exceptions to this which may result in some level of inconsistency, the Proposed Project on an overall basis meets the general intent of the plans and would not preclude the attainment of the primary intent of any of the analyzed land use plans or policies. As such, the

Proposed Project would result in less than significant impacts with regard to land use consistency with the applicable plans.”

(DEIR, Land Use Planning, p. IV.A-78.) However, a closer review shows clearly that the Proposed Project is ***inconsistent*** with many more goals, objectives, policies, and guidelines than the City sets forth in the DEIR. The DEIR fails to thoroughly analyze this issue of consistency or provide adequate mitigation.

i. Central City Community Plan

The DEIR fails to properly analyze the Proposed Project’s consistency with many of the goals of the Central City Community Plan, including:

- Central City Community Plan, Objective 1-3: “To foster residential development which can accommodate a full range of incomes.” Central City Community Plan, Policy 1-3.1: “Encourage a cluster neighborhood design comprised of housing and services.”
- Central City Community Plan, Objective 1-5: “To preserve the existing low-income housing stock, including single room occupancy (SRO) units.” Central City Community Plan, Policy 1-5.1: “Monitor the supply of low-income housing stock to guard against loss of units through demolition, conversion, and deterioration of units.”
- Central City Community Plan, Objective 2-2: “To retain the existing retail base in Central City.” Central City Community Plan, Policy 2-2.3: “Support the growth of neighborhoods with small, local retail services.”
- Central City Community Plan, Objective 4-2: “To maximize the use of the City’s existing and envisioned open space network and recreation facilities by providing connections to the open space system.”
- Central City Community Plan, Objective 5-1: “To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.” Central City Community Plan, Policy 5-1.2: “Promote the establishment of Police facilities and programs which provide police protection at a neighborhood level.”
- Central City Community Plan, 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.”
- Central City Community Plan, Objective 9.2: “To provide the requisite services, housing opportunities, and community environments to allow the homeless to

rejoin the workforce and lead more productive lives.” Central City Community Plan, Policies 9-2.1, 9-2.2, 9-2.3, 9-2.4, 9-2.5, 9-2.6:

- “Establish a physical infrastructure capable of supporting a variety of human services, employment, residential and recreational opportunities for Central City East and other Downtown residents.”
  - “Provide opportunities for daytime activities for the neighborhood including day centers, job-training centers, libraries, etc. Provide programmed and managed open spaces for recreational, cultural and survival needs including restroom and storage facilities.”
  - “Provide free, secure, well-monitored, permanently plumbed toilets near residential and commercial areas throughout Downtown.”
  - “Establish a shuttle system which can connect people with services both inside and outside the neighborhood.”
  - Coordinate among law enforcement, public agencies and social service providers to establish homeless services and programs that harmonize the provision of such services with the safety, cleanliness and quality-of-life concerns of the growing downtown residential community, visitor and tourism industry and myriad commercial and manufacturing businesses.”
  - “Establish a town center or “common” that provides an open space, retail and other neighborhood services.”
- Central City Community Plan, Objective 11-2: “To improve freeway movement and capacity adjacent to the Downtown area.” Central City Community Plan, Policies 11-2.12 and 11-2.13:
    - “Encourage use of the existing and planned bus and rail service within downtown from internal circulation through a uniform, reduced or free fare system.”
    - “Reinforce the integration and accessibility of the neighborhoods surrounding Downtown with the Downtown core through enhanced levels of service (‘shortline,’ additional trains, buses, etc.).”
  - Central City Community Plan, Objective 11-5: “To link easy parking and mass transit to a pedestrian network so that the Lower Center City becomes accessible and safe.” Central City Community Plan, Objective 11-5, Policies: “Provide additional bus routes to link businesses and housing districts with existing and planned cultural/entertainment districts. Coordinate additional routes with extended hours of operation... Provide for the efficient circulation into and within Downtown.”

- Central City Community Plan, Objectives – Street Hierarchy Standards: “To develop a street hierarchy to serve transit, traffic, pedestrian, open space and truck access needs in a coordinated manner.” Central City Community Plan, Policy - Street Hierarchy Standards: “Provide the essential connections and interchanges necessary for a comprehensive transportation system.”
- Central City Community Plan, Objectives – Pedestrian Linkages: “To provide an extensive, well-formed and well-maintained pedestrian network.” Central City Community Plan, Policies - Pedestrian Linkages: “Create an extensive pedestrian network that helps merge the transportation and open space elements of the City.”

The DEIR must be revised to address the consistency of the Proposed Project with these objectives and policies in the Central City Community Plan.<sup>22</sup> These objectives and policies go to a number of the impacts and recommendations for mitigating those impacts identified in the Preliminary HIA for the Proposed Project, *supra*.

<sup>22</sup> *With respect to the Central City Community Plan, the DEIR does state:*

*“Likewise, the parking, roadway and intersection improvements planned as part of the Proposed Project and Proposed Specific Plan would support Community Plan objectives and policies pertaining to transportation and circulation, including those aimed at improving traffic flows, maximizing transit use, facilitating pedestrian circulation, enhancing streetscapes and implementing transportation management strategies. Please refer to Section IV.B, Transportation/Parking/Circulation, of this DEIR for further discussion.”*

*(DEIR, Land Use Planning, p. IV.A-54.) However, that section of the DEIR does not appear to detail further consistencies or inconsistencies with specific objectives or policies in the Central City Community Plan.*

### **Response to Comment No. 16-14**

Pages IV.A-51 through IV.A.-54 in Section IV.A, Land Use Planning, of the Draft EIR provides a comprehensive analysis of the Proposed Project’s consistency with the various policies set forth in the Central City Community Plan (CCCP). In summary, the Draft EIR provides an adequate analysis that demonstrates Proposed Project consistency with the relevant CCCP objectives and policies. As such, the Proposed Project does not conflict with, nor preclude implementation of, any of the objectives and policies referenced in the comment. It is not necessary in an EIR to analyze consistency with objectives and policies that are not relevant to the Proposed Project. Nonetheless, the specific CCCP objectives and policies listed in the comment are addressed below. Of the large number of objectives and policies set forth in the CCCP, the Commenter only lists a few of the CCCP’s objectives and policies and does not state why or how the Project may be inconsistent with these policies. As discussed below, some of the objectives and policies identified in the comment are not considered applicable to the Proposed Project, and for those policies that

may be considered applicable, the issues and intent of those objectives and policies are similar in nature to those objectives and policies already analyzed in the Draft EIR.

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. Per Section 15088.5(a)(1-4), significant new information requiring recirculation could include the following: (1) a new significant environmental impact that would result from the project or from a new mitigation measure proposed to be implemented; (2) a substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; and/or (4) the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. As the Proposed Project does not meet any of the criteria for recirculation, there is no basis under CEQA that requires the recirculation of the Draft EIR. See also Topical Response No. 4, Adequacy of the Draft EIR.

The following analysis is provided with regard to the issues raised in the comment pertaining to the CCCP.

The Commenter requests analysis of the following Objectives and Policies related to Residential Land Uses:

- Central City Community Plan, Objective 1-3: "To foster residential development which can accommodate a full range of incomes."
- Central City Community Plan, Policy 1-3.1: "Encourage a cluster neighborhood design comprised of housing and services."
- Central City Community Plan, Objective 1-5: "To preserve the existing low-income housing stock, including single room occupancy (SRO) units."
- Central City Community Plan, Policy 1-5.1: "Monitor the supply of low-income housing stock to guard against loss of units through demolition, conversion, and deterioration of units."

The above four objectives and policies are listed within the "Residential" use section of the CCCP and therefore are not applicable to the Proposed Project, which consists of the Event Center and improvements to the existing Los Angeles Convention Center. The Proposed Project is not proposing any housing, the Project Site is not designated or zoned

for residential uses, and no residential uses are currently located on the Project Site. The Proposed Project would not hinder the furtherance of Objectives 1-3 or 1-5, or their corresponding policies, Policies 1-3.1 and 1-5.1. Further, the Project Site is located within the Convention Center/Arena District of the CCSP. Page I-8 of the CCCP addresses this District and states that development in this area “should focus on hotels and event and entertainment-related uses.” Therefore, the Proposed Project is considered consistent with the CCCP with respect to its proposed land uses.

The Commenter requests analysis of the following Objectives and Policies related to Retail Uses

- Central City Community Plan, Objective 2-2: “To retain the existing retail base in Central City.”
- Central City Community Plan, Policy 2-2.3: “Support the growth of neighborhoods with small, local retail services.”

Both the Event Center and the renovated Convention Center would bring new visitors to the Proposed Project vicinity who are likely to patronize retail and restaurant uses in the area. The Event Center would use a number of existing parking facilities in the area that are within a 20-minute walk (i.e., 1-mile radius) of the Project Site. This would create additional foot traffic for existing retail and restaurant uses. The Proposed Project would include 25,000 square feet of retail and 5,000 square feet of restaurant uses. Therefore, the Proposed Project would support the existing retail and restaurant base in the Central City.

Also, any new restaurant and retail uses (e.g., a team store) to be included within the Event Center would be secondary to and supportive of scheduled events. Such uses would primarily serve event attendees and would not be expected to compete substantially with more traditional restaurant and retail uses in the area, nor would such uses be incompatible with the existing surrounding uses. The Proposed Project would also not result in the removal of any existing retail uses. Further, as concluded in Section VI.D, Growth-Inducing Impacts, of the Draft EIR, “the Proposed Project would have a less than significant impact on the retail uses located within the Pico-Union neighborhood.”

Based on the above, the Proposed Project is consistent with CCCP Objective 2-2 and Policy 2-2.3.

The Commenter requests analysis of the following Objectives and Policies related to Police and Fire Protection Services:

- Central City Community Plan, Objective 5-1: “To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.”
- Central City Community Plan, Policy 5-1.2: “Promote the establishment of Police facilities and programs which provide police protection at a neighborhood level.”
- Central City Community Plan, 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.”

As stated on page IV.A.36, Land Use, of the Draft EIR, the Proposed Project would support public security through implementation of a Comprehensive Security Plan (CSP) developed preliminarily in consultation with the City of Los Angeles Police Department (LAPD) and the City of Los Angeles Department of Building and Safety (LADBS) and finalized through further consultation with the California Department of Transportation (Caltrans), Los Angeles Fire Department (LAFD), California Highway Patrol (CHP), Los Angeles County Sheriff’s Department (LASD), and Metropolitan Transit Authority (Metro) as the Proposed Project proceeds through its final design phases and prior to operation. In addition, in accordance with Project Design Feature B.1-8 of Section IV.B.1 Traffic of the Draft EIR, the Event Center Applicant would establish an approximate 2,000-square-foot dedicated Unified Field Command Center for management and control of a unified command during large special events. From this Center, both Applicants and affected agencies, including LAPD, LADOT, Metro, LAFD, Caltrans, CHP, LAEMD, and Federal Bureau of Investigation (FBI), would be able to monitor pedestrian, transit, and vehicle traffic and other events as they unfold and make coordinated and united decisions. The establishment of an integrated command area would provide for an environment to facilitate successful collaboration of these entities and have an overall cost savings to LAPD and the City. In addition to functioning as the security and safety management center, the Unified Field Command Center would also provide for the centralized coordination of all transportation and parking management activities during events. Furthermore, Mitigation Measure J.1-1 of Section IV.J.1, Public Services—Police, of the Draft EIR provides that the LAPD and the Event Center Applicant shall agree to a Memorandum of Agreement that shall ensure appropriate public safety and security deployment by the Applicant’s layered security resources (plain-clothed and uniform security officers) such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service. The Draft EIR concludes that with the implementation of project design features and mitigation measures, Proposed Project impacts with regard to police protection would be less than significant.

Objective 5-1 has two implementing Policies, each of which are relevant to determining the Proposed Project’s consistency with this Objective. Policy 5-1.1 provides:

“Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on law enforcement service demands.” Consistent with this policy, the LAPD has been consulted with extensively on the Proposed Project and provided input on the impact analysis in the Draft EIR. Further, the LAPD’s key recommendations have been incorporated as project design features and mitigation measures.

Policy 5-1.2 is not intended to apply to private projects, but rather to the LAPD and Business Improvement District, and is not applicable to the Proposed Project.

With regard to fire protection, the LAFD would be one of the public agencies that would staff the Unified Field Command Center, and participate in the preparation and implementation of the Proposed Project’s CSP. In addition, a Fire Life Safety Resources Management Plan (Project Design Feature J.2-9) would be developed in consultation with, and approved by, the LAFD, prior to issuance of a certificate of occupancy for the Event Center.

Objective 6-1 has just one implementing Policy, which is relevant to determining the Proposed Project’s consistency with this Objective. Policy 6.1.1 provides: “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.” Consistent with this policy, the LAFD has been consulted with extensively on the Proposed Project and provided input on the impact analysis in the Draft EIR. Further, the LAFD’s key recommendations have been incorporated as project design features and mitigation measures.

As stated on page IV.A.53, Land Use, of the Draft EIR, the safety and security measures planned as part of the Proposed Project would be consistent with the fire and police objectives and policies set forth in the Community Plan and Policies 5-1.1, 5-2.1, and 6-1.1 to consult with the LAPD and LAFD as part of the project planning process and to maximize safety through appropriate design of the built environment.

In conclusion, the project design features and mitigation measures required to be implemented during Proposed Project development, including, but not limited to those described above, would reduce Proposed Project impacts to LAPD and LAFD facilities and equipment to a less than significant level and ensure that fire and police facilities and protective services are sufficient to serve the Proposed Project. Therefore, the Proposed Project is consistent with the above-listed objectives and policies.

The Commenter also requests analysis of the following Objectives and Policies related to the Homeless and Downtown Residents:

- “Central City Community Plan, Objective 9.2: “To provide the requisite services, housing opportunities, and community environments to allow the homeless to rejoin the workforce and lead more productive lives.”
- Central City Community Plan, Policy 9-2.1: “Coordinate among law enforcement, public agencies and social service providers to establish homeless services and programs that harmonize the provision of such services with the safety, cleanliness and quality-of-life concerns of the growing downtown residential community, visitor and tourism industry and myriad commercial and manufacturing businesses.”
- Central City Community Plan, Policy 9-2.2: “Establish a physical infrastructure capable of supporting a variety of human services, employment, residential and recreational opportunities for Central City East and other Downtown residents.”
- Central City Community Plan, Policy 9-2.3: “Provide opportunities for daytime activities for the neighborhood including day centers, job-training centers, libraries, etc. Provide programmed and managed open spaces for recreational, cultural and survival needs including restroom and storage facilities.”
- Central City Community Plan, Policy 9-2.4: “Provide free, secure, well-monitored, permanently plumbed toilets near residential and commercial areas throughout Downtown.”
- Central City Community Plan, Policy 9-2.5: “Establish a shuttle system which can connect people with services both inside and outside the neighborhood.”
- Central City Community Plan, Policy 9-2.6: “Establish a town center or “common” that provides an open space, retail and other neighborhood services.”

Policies 9-2.1 through 9-2.6 are targeted to actions initiated and implemented by the City of Los Angeles and do not relate to the environmental impacts of the Proposed Project. Therefore, these policies are beyond the scope of analysis required by CEQA. Notwithstanding, the Proposed Project would establish a physical infrastructure capable of supporting a variety of uses appropriate for the Project Site, including employment and recreational opportunities for Downtown residents; the provision of a series of public plazas which provide places for public gathering and passive recreation, networked by safe, pedestrian-friendly pathways and streetscapes; and implementation of local hiring initiatives and employment opportunities as well as continued and expanded community enhancement programs.

The Commenter requests analysis of the following Objective related to Freeways:

- Central City Community Plan, Objective 11-2: “To improve freeway movement and capacity adjacent to the Downtown area.”

As evidenced by Policies 11-2.1 to 11-2.13, Objective 11-2 is primarily directed at transportation agencies such as Caltrans, LADOT, and Metro. Notwithstanding, the Event Center Applicant has agreed with Caltrans to an \$11,000,000 program of freeway improvements and traffic management measures, with Caltrans having the flexibility to re-allocate monies between the specific measures as may be necessary or appropriate in their implementation. The specific transportation mitigation measures related to this objective are described in Mitigation Measures B.1-22 through B.1-27 in Section IV.B.1, Transportation, of the Draft EIR. Specifically, mitigation measures to enhance capacity at freeway ramps include Mitigation Measure B.1-22 (SR-110 Southbound Off-Ramp to Blaine Street (Olympic Boulevard); Mitigation Measure B.1-23 (I-10 Westbound Off-Ramp at Los Angeles Street); and Mitigation Measure B.1-24, which requires the applicant to make a one time, fixed contribution of \$1,600,000 to Caltrans for the purpose of implementing upgrades to ramp meters on on-ramps in the downtown area that would help facilitate event traffic management. In addition to the freeway ramp improvements listed above, Mitigation Measure B.1-25 requires the Applicant to provide \$2,400,000 in funding to Caltrans towards the mainline freeway improvement project in Downtown Los Angeles that would add an auxiliary lane to the northbound US-101 Hollywood Freeway between the Four-Level Interchange (with SR-110) and Alvarado Street.

The applicant would also provide Changeable Message Signs (Mitigation Measure B.1-26) and fixed directional signage (Mitigation Measure B.1-27) on the freeway systems surrounding and/or approaching downtown to provide information on access routes to the parking areas for the Proposed Project to help manage traffic flows in a distributed manner as specified in the Proposed Project’s parking management strategy. Further, proposed improvements to the regional transportation system would facilitate traffic flows and operations in the Downtown area before and after events at the Event Center, but would also improve conditions every day of the year. Thus, the Proposed Project is considered consistent with Central City Community Plan, Objective 11-2, “To improve freeway movement and capacity adjacent to the Downtown area.”

The Commenter also requests analysis of the following Objectives and Policies related to Bus and Rail Services:

- Central City Community Plan, Policy 11-2.12: “Encourage use of the existing and planned bus and rail service within downtown from internal circulation through a uniform, reduced or free fare system.”
- Central City Community Plan, Policy 11-2.13: “Reinforce the integration and accessibility of the neighborhoods surrounding Downtown with the Downtown

core through enhanced levels of service ('shortline,' additional trains, buses, etc.).”

- Central City Community Plan, Objective 11-5, Policies: “Provide additional bus routes to link businesses and housing districts with existing and planned cultural/entertainment districts. Coordinate additional routes with extended hours of operation... Provide for the efficient circulation into and within Downtown.”

Policies 11-2.12 and 11-2.13, as well as policies related to Objective 11-5, address actions that are initiated and implemented by the City of Los Angeles and other transit providers serving the downtown Los Angeles area (e.g., Metro). Notwithstanding, the Proposed Project through project design features and mitigation measures is providing improvements to the existing transit facilities in the Project area, as well as facilitating transit usage and pedestrian movement. Specifically, Mitigation Measure B.1-1 requires the Applicant to contribute \$10,000,000 to Metro to improve the Pico Metro Station prior to the operation of the Event Center. In addition, the Proposed Project’s mitigation program also includes trip reduction measures such as encouraging use of alternative modes of travel (e.g., Mitigation Measure B.1-4 which includes provision of space for a car-share program) and the contribution of \$750,000 to LADOT’s Mobility Hub Program (Mitigation Measure B.1-5). Proposed traffic management measures include the development and implementation of a Transportation Management Plan (TMP) (Mitigation Measure B.1-29) in coordination with LADOT, Metro, LAPD, Caltrans, and other transportation agencies, as appropriate. The TMP would be a multi-modal plan that may include measures such as event ticket bundling with parking and transit passes; integrated transit fare measures; private bus, taxi, and limousine services; additional Metro and Metrolink service; special Metrolink trains, and an express bus park-and-ride program. The Project would also encourage and incentivize transit use, as described in detail under Mitigation Measure B.1-29 in the Draft EIR. Further, as discussed on pages IV.B.1-34 and IV.B.1-35 of Section IV.B.1, Transportation, of the Draft EIR, the Proposed Project would provide centralized bus loading on Pico Boulevard. Therefore, the Proposed Project would be consistent with the above-listed Objective and Policies related to bus and rail services.

The Commenter requests analysis of the following Objectives and Policies related to Pedestrian Linkages:

- Central City Community Plan, Objective 11-5: “To link easy parking and mass transit to a pedestrian network so that the Lower Center City becomes accessible and safe.”
- Central City Community Plan, Objectives—Pedestrian Linkages: “To provide an extensive, well-formed and well-maintained pedestrian network.”

- Central City Community Plan, Policies—Pedestrian Linkages: “Create an extensive pedestrian network that helps merge the transportation and open space elements of the City.”
- Central City Community Plan, Objective 4-2: “To maximize the use of the City’s existing and envisioned open space network and recreation facilities by providing connections to the open space system.”

CCCP objectives and policies related to pedestrian linkages address actions that are to be initiated and implemented by the City of Los Angeles. Notwithstanding, the Proposed Project includes project design features that contribute to the City’s implementation of the cited objectives and policies. As discussed on page IV.A.64, Land Use, of the Draft EIR, one of the goals of the Proposed Project is to create an urban environment designed to a human scale that facilitates activity on the adjacent streets, encourages pedestrian travel, promotes the walkability of and around the Project Site, and creates strong pedestrian connections to the surrounding area, particularly nearby transit stops and stations. Thus, Project improvements would create and enhance connectivity with existing uses within the Project Site, including STAPLES Center and the South Hall, as well as uses within L.A. LIVE, Event Center Plaza, the New Hall entry plaza, and Gilbert Lindsay Plaza. Pedestrian pathways would be provided to connect the various plazas throughout the Project Site and would include appropriate lighting and visual focal points. Refer to the Conceptual Site Plan provided in Figure II-5 of the Draft EIR.

The enhancement of the pedestrian circulation spaces along L.A. Live Way would create a functional, pedestrian-friendly urban space allowing convenient and safe pedestrian movement between the Event Center, New Hall, STAPLES Center, Nokia Theatre and the parking facilities to the west. Pedestrian access would be provided on the east, north, and west sides of the Event Center. The existing pedestrian entrance to the West Hall would remain, and would provide access to the New Hall, as well as become a principal entry to the east side of the Event Center. Additional entrances to the New Hall would be located off the north side of Pico Boulevard between Figueroa Street and L.A. Live Way, and on L.A. Live Way just north of Pico Boulevard. Furthermore, the (existing) West Hall entrance would continue to provide a key connection to Gilbert Lindsay Plaza. On the west side of the Event Center, there would be a pedestrian bridge over L.A. Live Way to connect directly with the L.A. Live Way Garage. There would also be a pedestrian bridge south of the intersection of L.A. Live Way and Pico Boulevard to access the Bond Street Garage.

As discussed on page IV.A.65 of the Draft EIR, a variety of pedestrian-oriented improvements, such as appropriately scaled entrances, pedestrian-oriented lighting, pedestrian wayfinding signage, enhanced sidewalks and crosswalks, and pedestrian amenities (e.g., street furniture), would be introduced to create a human scale throughout

the Project Site. The widening of existing sidewalks is proposed as a design feature to further facilitate pedestrian safety in the immediate area of the Event Center. Specifically, the sidewalk on the east side of L.A. Live Way between Pico Boulevard and Chick Hearn Court would be widened from 10 feet to 15 feet; the south sidewalk of Chick Hearn Court between L.A. Live Way and Georgia Street would be widened from 10 feet to 20 feet; and the north sidewalk of Pico Boulevard between Figueroa Street and L.A. Live Way would be widened from 10 feet to 20 feet. These sidewalk widenings would all provide for an enhanced pedestrian sidewalk environment and improved pedestrian safety conditions, and would be achieved by reducing the widths of the streets while retaining existing traffic lanes.

The Proposed Project's open space plan includes four designated public spaces: Gilbert Lindsay Plaza; Event Center Plaza; L.A. Live Way, and Pico Passage. Gilbert Lindsay Plaza and Event Center Plaza would provide places for public gathering and passive recreation that would be networked by safe, pedestrian-friendly pathways and streetscapes designed to serve the varied users of the Project Site. Pico Passage would be designed to provide an arrival location for activities occurring at the Convention Center and the Event Center, as well as a pedestrian walkway along Pico Boulevard, providing access to the entry plaza located at the northeast corner of Pico Boulevard and L.A. Live Way adjacent to the New Hall main entrance and to the Metro Pico Station to the east. Enhancement of the pedestrian circulation spaces along L.A. Live Way, to the west of the Event Center building, would be provided to create a functional, pedestrian-friendly urban space with direct access to the Event Center as well as the proposed parking facilities located on the west side of L.A. Live Way.

In these ways the Proposed Project is consistent with the above-listed policies.

The Commenter requests analysis of the following Objectives and Policies related to Streets:

- Central City Community Plan, Objectives—Street Hierarchy Standards: “To develop a street hierarchy to serve transit, traffic, pedestrian, open space and truck access needs in a coordinated manner.”
- Central City Community Plan, Policy—Street Hierarchy Standards: “Provide the essential connections and interchanges necessary for a comprehensive transportation system.”

CCCP objectives and policies related to streets address actions that are to be initiated and implemented by the City of Los Angeles. Notwithstanding, the Proposed Project includes project design features that contribute to the City's implementation of the cited objective and policy. Specifically, the Proposed Project would develop a Streetscape

and Open Space Plan that would enhance the pedestrian environment in the area of the Proposed Project. As discussed on page IV.63, Land Use, of the Draft EIR, the Proposed Project would establish a hierarchy of public spaces, including streets and intersections, that connect the proposed on-site plazas and pedestrian paths to each other as well as to off-site locations, building on the existing streetscape improvements and associated standards in place for the adjacent Los Angeles Sports and Entertainment District (LASED) area, which includes approved streetscape standards for Figueroa Street between 8th Street and the I-10 Santa Monica Freeway.

The Proposed Project would also implement streetscape features such as decorative paving materials, new crosswalks, light fixtures, and street furniture. Moreover, additional street trees would be planted similar to those established in the previously approved LASED Specific Plan and consistent with those that already occurs along portions of Figueroa Street and Chick Hearn Court adjacent to the Project Site. Implementation of the proposed streetscape improvements would thus visually integrate the Convention Center, Event Center, and STAPLES Center with L.A. LIVE and the surrounding area, thereby promoting the walkability of, and around, the Project Site.

In terms of the overall transportation system, the freeway improvements as well as the measures addressing transit and pedestrian travel, as discussed above, in conjunction with the following street intersection improvements listed in the Draft EIR would provide an expanded transportation system to serve the Project Site and surrounding areas: (1) Blaine Street at SR-110 Southbound Off-Ramp (Mitigation Measure B.1-10); (2) Blaine Street at 11th Street (Mitigation Measure B.1-11); (3) improvements to the 17th Street and 18th Street Corridors Between Los Angeles Street and Grand Avenue (Mitigation Measures B.1-12 through B.1-20); (4) traffic signal controller upgrades at 73 intersection locations (Mitigation Measure B.1-21A); and (5) the provision of closed circuit television (CCTV) cameras (Mitigation Measure B.1-21B).

As set forth above, the Proposed Project is consistent with all of the applicable Objectives and Policies mentioned in the comment. However, even if the Commenter's contention that the Proposed Project is not consistent with certain CCCP policies listed in the comment was correct, it would not mean that the Proposed Project would result in a significant impact with respect to land use consistency. Under the threshold of significance for land use plan consistency set forth on page IV.A-17 of the Draft EIR, "the Proposed Project would be considered to have a significant land use consistency impact if it is found to be in substantial conflict with either the adopted Regional Plan, Community Plan, or with relevant environmental policies in other applicable plans. It is important to note that a project's inconsistency with a few policies does not mean that a significant impact would occur." As set forth at page IV.A-78 of the Draft EIR, "the Proposed Project on an overall basis meets the general intent of the plans and would not preclude the attainment of the

primary intent of any of the analyzed land use plans or policies. As such, the Proposed Project would result in less than significant impacts with regard to land use consistency with the applicable plans.”

### **Comment No. 16-15**

Furthermore, although the DEIR considered the following objectives and policies, it improperly found the Proposed Project to be consistent with them, without any support for its conclusions:

- Central City Community Plan, Policy 4-2.1: “To foster physical and visual links between a variety of open spaces and public spaces Downtown.”
- Central City Community Plan, Objective 4-4: “To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.” Central City Community Plan, Policy 4-4.1: “Improve Downtown’s pedestrian environment in recognition of its important role in the efficiency of Downtown’s transportation and circulation systems and in the quality of life for its residents, workers, and visitors.”
- Central City Community Plan, 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.”

While the DEIR fails to state how the Proposed Project is consistent with these policies and objectives, the Preliminary HIA for the Proposed Project supports a need to encourage traditional and non-traditional sources of open space. The development of the Proposed Project will limit the accessibility during construction and operation of the open space currently on the Project site. (See Preliminary HIA on the Proposed Project, *see infra*.)

### **Response to Comment No. 16-15**

Section IV.A, Land Use, of the Draft EIR (see pages IV.A-40 to IV.A-54) provides extensive discussion regarding the characteristics of the Proposed Project that provide consistency with the listed objectives and policies which relate to provisions of open space and pedestrian linkages, the pedestrian environment, and coordination with the Fire Department.

As discussed in Section IV.A, Land Use, of the Draft EIR, the Proposed Project includes a series of public plazas to provide places for public gathering and passive recreation, networked by safe, pedestrian-friendly pathways and streetscapes designed to serve the varied users of the Project Site. The major open space components, include four

designated public spaces: Gilbert Lindsay Plaza; Event Center Plaza; Pico Passage; and L.A. Live Way. In addition, as discussed on pages IV.A-57 and IV.A-63, Land Use, of the Draft EIR, the currently underutilized Gilbert Lindsay Plaza would be redesigned as a multi-functional outdoor space featuring an area for casual public gathering consistent with Policy 9-2.6, to “Establish a town center or ‘common’ that provides an open space, retail and other neighborhood services.” Also refer to Topical Response 6, Redesign of the Gilbert Lindsay Plaza of this Final EIR.

Further, with respect to Central City Community Plan, Policy 4.2.1 regarding fostering physical and visual links between open spaces and public spaces Downtown, the Commenter is referred to Response to Comment No. 16-14 under the headings: Objectives and Policies related to Pedestrian Linkages, and Objectives and Policies related to Streets.

With respect to Central City Community Plan, Objective 4-4 regarding encouraging open space, the Commenter is referred to Response to Comment No. 16-14 under the heading Objectives and Policies related to Pedestrian Linkages and to the response above.

With respect to Central City Community Plan, Policy 4.4.1 regarding improvement of Downtown’s pedestrian environment, the Commenter is referred to the discussion under Response to Comment No. 16-14 under the heading Objectives and Policies related to Pedestrian Linkages.

With respect to Central City Community Plan, Policy 6.1.1 regarding coordination with the Fire Department, the Commenter is referred to Response to Comment No. 16-14 under the heading Objectives and Policies related to Police and Fire Protection Services.

### **Comment No. 16-16**

#### ii. Regional Plans

The DEIR examines the consistency with the Southern California Association of Governments (SCAG) Compass Blueprint Growth Vision (CBGV) and Regional Transportation Plan (RTP). As further illustrated in the transportation and housing sections of this letter, the Proposed Project is inconsistent with many SCAG CBGV and RTP principles, including those related to:

- SCAG CBGV, GV.P1.1: Encouraging “transportation investments and land use decisions that are mutually supportive.”

- SCAG CBGV, GV.P1.2: Locating “new housing near existing jobs and new jobs near existing housing.”
- SCAG CBGV, GV.P1.4: Promoting “a variety of travel choices.”
- SCAG CBGV, GV.P3.1: Providing “in each community, a variety of housing types to meet the housing needs of all income levels.”
- SCAG CBGV, GV.P3.3: Ensuring “environmental justice regardless of race, ethnicity or income levels.”
- SCAG CBGV, GV.P3.5: Encouraging civic engagement.
- SCAG CBGV, GV.P4.3: Developing “strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.”
- SCAG RTP, RTP.G4: Maximizing “the productivity of our transportation system.”

These are important principles that must be addressed.

#### **Response to Comment No. 16-16**

SCAG, in their comment letter in response to the Draft EIR (see Comment Letter No. 4), concluded that the Proposed Project was consistent with all Compass Growth Vision Principles and consistent or generally consistent with the applicable goals set forth in Regional Transportation Plan (RTP). As such, the Proposed Project was concluded to result in impacts that are less than significant with regard to consistency with SCAG’s plans as well as all other applicable land use plans. As such, the Proposed Project does not conflict with, nor preclude implementation of, any of the Compass Growth Vision Principles referenced in the comment.

The Proposed Project’s consistency with the eight SCAG policies listed in the comment, in addition to other relevant SCAG policies, are analyzed in Section IV.A, Land Use, of the Draft EIR. Specifically, the eight SCAG policies listed in the comment are addressed on the following pages of Section IV.A, Land Use, of the Draft EIR:

- SCAG CBGV, GV.P1.1: Encouraging “transportation investments and land use decisions that are mutually supportive.” (Refer to page IV.A-28 of Section IV.A, Land Use, of the Draft EIR).
- SCAG CBGV, GV.P1.2: Locating “new housing near existing jobs and new jobs near existing housing.” (Refer to page IV.A-28 of Section IV.A, Land Use, of the Draft EIR).

- SCAG CBGV, GV.P1.4: Promoting “a variety of travel choices.” (Refer to page IV.A-29 of Section IV.A, Land Use, of the Draft EIR).
- SCAG CBGV, GV.P3.1: Providing “in each community, a variety of housing types to meet the housing needs of all income levels.” (Refer to page IV.A-31 of Section IV.A, Land Use, of the Draft EIR).
- SCAG CBGV, GV.P3.3: Ensuring “environmental justice regardless of race, ethnicity or income levels.” (Refer to page IV.A-31 of Section IV.A, Land Use, of the Draft EIR).
- SCAG CBGV, GV.P3.5: Encouraging civic engagement. (Refer to page IV.A-32 of Section IV.A, Land Use, of the Draft EIR).
- SCAG CBGV, GV.P4.3: Developing “strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.” (Refer to page IV.A-33 of Section IV.A, Land Use, of the Draft EIR).
- SCAG RTP, RTP.G4: Maximizing “the productivity of our transportation system.” (Refer to page IV.A-35 of Section IV.A, Land Use, of the Draft EIR).

### **Comment No. 16-17**

#### b. Land Use Compatibility

The DEIR concedes that the Proposed Project “would have a significant impact if it would substantially and adversely change the existing relationship between the Project-Site and existing off site uses or would disrupt, divide, or isolate existing neighborhoods or communities.” (DEIR, Land Use Planning, p. IV.A-17.) The Preliminary HIA for the Proposed Project examined the health impacts related to the Proposed Project, particularly the stadium portion, and found that the stadium would likely result in disruption to local businesses, displacement of residents and businesses, increased evictions, and increased barriers in accessing housing. (Preliminary HIA on the Proposed Project, *see supra*.) These impacts would in turn lead to, among other things, family separation, decreased neighborhood stability, and decreased social cohesion. (*Ibid.*) Therefore, from the Preliminary HIA for the Proposed Project it is clear that substantial and, therefore, potentially significant impacts to land use compatibility would result from the Project in the form of disruption, division, and isolation of existing neighborhoods or communities.

### **Response to Comment No. 16-17**

As discussed in Section IV.A, Land Use Planning, due to the “Proposed Project characteristics, the location of the Project Site, and the nature of the nearby surrounding uses including the adjacent freeways, no existing neighborhood or community would be

physically disrupted, divided, or isolated.” (See page IV.A.-73.) Please also refer to Response to Comment Nos. 14-2, 14-3, 14-9, and 14-14 through 14-20, for additional information regarding the social and economic impacts Commenter asserts will result from the Project and why the HIA referenced by the Commenter does not provide evidence that such impacts have the potential to occur.

### **Comment No. 16-18**

#### c. Urban Decay

The DEIR frames the urban decay significant impact analysis in a limiting manner, stating:

“For the purposes of this analysis, the Proposed Project would have a significant impact associated with urban decay if the Spectator Events and public assemblies associated with the Proposed Project would result in the closure of, or disinvestment in, competing facilities which may, in turn, result in conditions that lead to urban decay, or if the Proposed Project would have an adverse indirect impact on the availability of existing affordable housing in the Pico-Union area, thus potentially leading to displacement of existing residents.”

(DEIR, Land Use Planning, pp. IV.A-17 – IV.A-18.) In the section on Other CEQA Considerations, the DEIR continues to discuss the effects of the Proposed Project on the Pico-Union Community. (See DEIR, Other CEQA Considerations, pp. VI-23 – VI.24.) The Preliminary HIA on the Proposed Project, *supra*, illustrates why this discussion must be expanded to other communities surrounding the Proposed Project area.

### **Response to Comment No. 16-18**

As set forth in Response to Comment No. 14-20, there is no evidence to support that the Proposed Project would result in urban decay impacts within the nearby communities. As such, the conclusions set forth within the Draft EIR that the Proposed Project would result in impacts that are less than significant with regard to urban decay remain valid. Please also refer to Response to Comment No. 16-40 for information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site and why no further analysis of such impacts is required in the EIR.

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**Comment No. 16-19***2. Mitigation*

To address the Proposed Project's inconsistency with Land Use Plans, Policies, and Regulations as well as issues around Land Use Compatibility and Urban Decay, the DEIR must be revised to identify and mitigate these potentially significant impacts. Specifically, our proposed transportation and housing mitigation, as well as the recommendations identified in the Preliminary HIA on the Proposed Project, *supra*, must be considered feasible means of reducing these impacts. For example, some of the concerns with the Proposed Project include the loss of public accessibility to the Project site. (Preliminary HIA on the Proposed Project, *supra*.)

**Response to Comment No. 16-19**

Section IV.A, Land Use, of the Draft EIR concludes that the Proposed Project would result in impacts that are less than significant with regard to consistency with land use plans, land use compatibility, and urban decay. As the comments in this letter and in the HIA, and the responses thereto, do not alter these Draft EIR conclusions, there is no basis under CEQA to require mitigation for impacts that are concluded to be less than significant. Further, with regard to the example presented in the comment, development of the Proposed Project would not result in the loss of public accessibility to the Project Site. In particular, as discussed in Topical Response 6, Gilbert Lindsay Plaza Redesign in Downtown Los Angeles, Gilbert Lindsay Plaza would be redesigned into a multi-purpose park, plaza, and public space. The redesigned Gilbert Lindsay Plaza would serve as the center for the South Park neighborhood and the surrounding Los Angeles Sports and Entertainment District. Please also refer to the responses to Comment Letter No. 14. As the project would not result in a significant impact with respect to land use plans, land use compatibility, and urban decay, the suggested mitigation measures are neither necessary nor warranted.

**Comment No. 16-20***3. Specific Plan*

We have a number of concerns with the Specific Plan for the Proposed Project. We will address these concerns in future comments regarding the project approvals, of which the Specific Plan will be an important part. (See DEIR, Project Description, p. II-64.)

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**Response to Comment No. 16-20**

The comment does not raise any environmental issues. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 16-21****B. Transportation and Traffic/Pedestrian Safety**

There are a number of significant flaws in the Transportation Section of the DEIR. Further study must be undertaken to properly identify, analyze, and mitigate the traffic and transit impacts of the Proposed Project. To summarize, the DEIR fails to analyze the likely traffic and transit impacts of the Proposed Project and fails to analyze, sufficiently detail and adopt feasible mitigation measures, particularly those required specifically of the Proposed Project pursuant to SB 292. CEQA requires that all adverse and significant traffic and transit impacts be properly disclosed, analyzed, and, where feasible, mitigated. Until these various issues and concerns are addressed, there is “substantial evidence” that the Proposed Project may have adverse traffic and transit impacts that have not been properly disclosed, analyzed, and mitigated. Accordingly, the DEIR for the Proposed Project must be revised and recirculated to address these impacts.

**Response to Comment No. 16-21**

The comment is a general introductory comment that does raise a specific concern regarding the Draft EIR. Responses to more specific issues discussed in subsequent comments by the Commenter are presented below.

**Comment No. 16-22***1. Impact*

- a. The DEIR Fails to Analyze the Likely Traffic Impacts of the Proposed Project
  - i. The projections for non-auto mode share are overly optimistic

CEQA requires that the City analyze all significant impacts of a proposed action. The DEIR fails to analyze several significant traffic and transit impacts of the Proposed Project. Most of these failures derive from an estimation of the share of visits to the Event Center that will take place on non-auto modes (transit, foot or bike) that is likely to prove overly optimistic. The success or failure of the plan to achieve a non-auto mode share that is several times

greater than what has been achieved by any other sports venue in the Los Angeles area will play a large part in determining whether this EIR will turn out to have been a realistic assessment of the likely impacts of the proposed Project, or merely an elaborate, 10,000 page document which fails to analyze the significant environmental shortfalls of the Project.

All of us in Los Angeles share the desire expressed in the DEIR, for Angelenos to leave their cars at home and fill our trains, buses, sidewalks and bike lanes, instead of clogging our freeways and surface intersections. Unfortunately, however, the reality is that Angelenos, particularly those Angelenos affluent enough to buy tickets to an NFL game, have not shown any propensity to do so in the numbers projected in the DEIR. It is not the role of the environmental review process to indulge the City's fantastical projections of the behavior of L.A. drivers; CEQA requires that the City analyze the actual, likely impacts of the Proposed Project. (See Pub. Res. Code § 21061 ["The purpose of an [EIR] is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment..."].) An actual assessment of those impacts would start with a realistic assessment of the likelihood of Angelenos leaving their cars at home to attend a major, high-priced, elite sports event.

The DEIR anticipates that for weekday evening events, 20% of patrons would arrive via public transit, and another 7% would arrive on foot/bike. (DEIR, Transportation, p. IV.B.1-38) For weekend events, the estimates are 15% via transit, and 3.5% on foot/bike. (*Ibid.*) In support of these projections, the DEIR relies on "the extensive amount of transit service to the Project Site, and experience at other stadiums around the country." (*Ibid.*) As examples, the DEIR cites an 18 to 20 percent share for transit at San Diego's Qualcomm Stadium, and a 25-30 percent non-auto share for CenturyLink Field in Seattle. (DEIR, Transportation, IV.B.1-38.) The DEIR does not include any analysis supporting the contention that as much as 27% of event patrons will use non-auto modes. In the Transportation Study itself, the claim that the site is "well-served" by transit is stated without any supporting evidence and the comparison to other ballparks in L.A. and around the country does not include any analysis of the factors that will influence whether or not the Proposed Project matches the non-auto mode share of other stadiums. (DEIR, Appendix I.4-16). We question the applicability of the experiences of other stadiums around the country to the situation *in Los Angeles*.

Fortunately, the Applicant need not travel as far as San Diego and Seattle to find examples of major sports venues operating within Los Angeles' sports and transit context. The City, however, does not cite any local examples of non-auto mode shares that are equivalent to the level seen in other parts of the country. Still, there are a good number of existing ballparks located very close to the Proposed Project, and the record of their ability to divert fans away from their cars is not encouraging. Dodger Stadium is less than three miles from the center of the L.A. regional transit network at Union Station, closer in fact than the site of

the Proposed Project. Yet, according to MTA figures, only 61,534 trips per year are saved by diverting people onto the Dodger Express bus services. That represents **barely two percent** of the annual total attendees.<sup>23</sup> This low number continues to be the case despite years of complaints about traffic and parking problems in the Echo Park neighborhood and attempts by the Dodgers to increase the share of patrons using transit to access Dodger Stadium.<sup>24</sup>

<sup>23</sup> Available at [http://www.metro.net/board/items/2011/01\\_January/20110127RBMItem15.pdf](http://www.metro.net/board/items/2011/01_January/20110127RBMItem15.pdf).

<sup>24</sup> Available at <http://la.streetsblog.org/2012/03/28/dodgers-sale-creates-a-chance-to-fix-broken-parking-lot-transportation/>.

The one other stadium on the list cited in the Appendix in Los Angeles County is the Rose Bowl in Pasadena, which is served via shuttle by the Gold Line light rail, and the experience there is that 5% of patrons use transit. In addition, the DEIR itself notes that, “Previous studies of NFL Stadiums in Los Angeles County have used estimates of 5% transit (Los Angeles Coliseum – served by bus transit only, City of Industry – served by bus and Metrolink via shuttle service, and Rose Bowl – served by Gold Line and shuttle bus).” (*Ibid.*)

Conspicuous in its absence in the DEIR’s discussion of comparable sports venues is any discussion of the STAPLES Center, immediately adjacent to the proposed Event Center. The STAPLES Center is blessed with the exact same transit resources, nearby hotels and workplaces, and lack of parking and freeway access. It stands to reason the non-auto mode share for the STAPLES Center would be an excellent source of information with respect to the likely non-auto mode share for the Event Center right next door. It is safe to assume that were such information favorable to the DEIR’s projects, it would have been included. The DEIR should be revised and recirculated to include a detailed analysis of how people currently access sports events at STAPLES Center.

There are many reasons to believe that it will be exceedingly difficult for Farmers Field to match the experience with non-auto modes that have been achieved in other cities such as Seattle and San Francisco. The DEIR’s claim that the Farmers Field site is well-served by transit is stated as an absolute, not in comparison. If the experience in those cities is going to be used to justify the optimistic projects in the DEIR, other supporting evidence that should be adduced in support would be the relative non-auto mode share in each of the respective cities. The current non-auto mode share in Los Angeles is 15.7% versus, for example, 30.2% in Seattle and 45.1% in San Francisco.<sup>25</sup> It stands to reason that it is easier to convince people who are used to taking transit to work all week to also take transit to the game on the weekend.

<sup>25</sup> Available at <http://www.thetransportpolitic.com/2010/10/13/transit-mode-share-trends-looking-steady-rail-appears-to-encourage-non-automobile-commutes/>.

It would also be useful to consider the socioeconomic profile of an NFL ticket holder versus an MTA transit rider. Socioeconomics is by far the most powerful predictor of transit use in Los Angeles. Over two-thirds of MTA riders come from households living on less than \$26,000 per year. (Los Angeles County Metropolitan Transportation Authority, *Spring 2010 Metro Bus Customer Satisfaction Survey Results*.) The DEIR also does not include information about the anticipated demographics of event patrons, but based on the experience at other NFL stadiums around the country, and the financing projections for the Proposed Project, ticket prices are likely to be out of reach for Los Angeles' transit riding population, and for that reason it is very unlikely that more than a tiny fraction of event patrons will come from households with a socioeconomic profile of an MTA transit rider. In fact, there is good reason to believe that only the most affluent of Angelenos will be able to afford to attend an NFL game at Farmers Field.

In 2009, Jeffrey J. Fountain and Peter S. Finley published a research paper in *The Sport Journal* in which they analyzed the changes in the cost of attending an NFL game across the country.<sup>26</sup> In order to estimate the costs, they utilized the "Family Cost Index" (FCI), which was devised two decades ago as a means of estimating the total cost of attending a sports event for a typical family of four. The FCI goods and services "basket" includes the cost of four average-priced tickets, two draft beers, four soft drinks, four hot dogs, two caps, two programs, and parking for one vehicle. According to their research, the NFL league average FCI (expressed in 2008 dollars) went from \$151.55 in 1991 to \$278.37 in 2000 to \$412.64 in 2009, and is expected to reach \$626.00 by 2019. In several cities studied, the cost for a typical family of four to attend an NFL game is expected to be over \$1000 by the close of this decade. (*Ibid.*) The authors caution that "if pricing trends continue, the league could experience decreased attendance, **particularly from fans in the lower income brackets.**" (*Ibid.* [emphasis supplied].)

<sup>26</sup> Available at <http://www.thesportjournal.org/article/price-nfl-fandom-exploratory-study-past-present-and-future-purchasing-power-nfl-fans>.

There is no reason to believe that the price of attending an NFL game at Farmers Field will not be at the top of the list of the most expensive cities. The cost of living in Los Angeles in general is amongst the highest in the country.<sup>27</sup> With a brand new stadium sporting a variety of luxury accommodations in the middle of the second largest sports market in the nation, the new NFL team will likely be able to command some of the highest ticket prices in the nation. For example, in 2010, the current newest NFL venue, MetLife Stadium, opened in East Rutherford, New Jersey. Ticket prices for the two teams that play there – the New York Jets and the New York Giants – are the 1st and 3rd highest in the league, respectively.<sup>28</sup>

<sup>27</sup> Available at [http://www.allcountries.org/us Census/771\\_cost\\_of\\_living\\_index\\_selected\\_metropolitan.html](http://www.allcountries.org/us Census/771_cost_of_living_index_selected_metropolitan.html).

<sup>28</sup> Available at <http://content.usatoday.com/communities/gameon/post/2011/09/new-york-jets-pass-new-england-patriots-for-most-expensive-ticket-in-nfl-team-marketing-report/1>.

The potential \$1000-plus FCI is, however, only the beginning of the story of economic exclusiveness that will likely characterize the Proposed Project. Like a number of other new NFL stadiums around the league, the Event Center will likely be financed in part through the sale of "Personal Seat Licenses," i.e. a contract conferring on the buyer the right to buy season tickets for the duration of the contract. Personal Seat Licenses typically sell for thousands of dollars, sometimes tens of thousands. For the new San Francisco Forty-Niners stadium in Santa Clara, personal seat licenses for club seating will cost from \$20,000 to \$80,000.<sup>29</sup> The New York Giants sold seat licenses for all of their seats.<sup>30</sup> The demographic profile of a person who can afford \$1000 a game on top of tens of thousands of dollars for a seat license is severely at odds with the demographic profile of transit riders in Los Angeles.

<sup>29</sup> Available at <http://www.nytimes.com/2008/06/27/sports/football/27seats.html>.

<sup>30</sup> Available at <http://www.nytimes.com/2008/06/27/sports/football/27seats.html>.

The City would have us believe, then, that although none of the major ballparks in Los Angeles currently does anything better than a 5% transit share, and all previous studies of NFL Stadiums in Los Angeles County have used estimates of 5% transit share, and the existing sports venue directly adjacent to the proposed venue does not have a good track record of diverting event patrons away from their cars, it is safe to assume for the purposes of planning that the Proposed Project will have upwards of 20% of its patrons on transit, and another 7% on foot and bikes. And it urges us to do so based on comparisons with other cities with much larger existing non-auto mode shares, and expects us to believe that affluent NFL ticket holders will break with the trend in Los Angeles of higher-income people using their cars as their exclusive means of travel. It is unlikely that the Proposed Project will be able to achieve these numbers without adopting additional mitigation measures beyond those contemplated in the DEIR. Yet, those numbers, by serving to reduce the Proposed Project's trip generation projects, are the basis for the DEIR's traffic analysis. This flaw has likely resulted in the failure of the DEIR to analyze all of the likely traffic impacts of the Proposed Project, or their level of significance. The DEIR should be revised to reflect a more realistic assessment of the potential non-auto share based on the actual experience of ballparks in the Los Angeles area.

### **Response to Comment No. 16-22**

Refer to Topical Response No. 1 regarding transit use. With respect to the comment regarding current non-auto mode share being higher in certain other cities than Los Angeles, it should be noted that those statistics for other cities are citywide and are not comparable to transit use by attendees at stadium events. Moreover, the Draft EIR does

not use citywide transit information. With respect to comment that the information from other stadiums in other cities is not relevant, such information is relevant because it focuses on similar situations to the Proposed Project of stadiums in downtowns and locations that are well served by transit. The non-auto use in Los Angeles is already much higher for the Downtown Area than for the Citywide average (26.2 percent for the downtown area as a whole, from the Downtown Los Angeles Cordon Count, 2002), so there is already a well-established significant use of transit to downtown destinations. Also note that the same article (2009 American Community Survey) referenced in the comment also stated that Los Angeles was one of seven cities nationwide showing the largest increases in transit modal share between 2000 and 2009, due presumably to the significant investments made in public transit in the Los Angeles area.

Moreover, the Project site is uniquely situated in the center of an existing and expanding regional transit hub. The Project Area is currently served by a total of nine local and inter-city transit operators. Within a five- to six-block radius of the Project Site, Metro (Los Angeles County Metropolitan Transportation Authority) operates three rail lines and 42 bus lines; LADOT operates four local DASH routes and seven Commuter Express lines; and Foothill Transit, Orange County Transit Authority (OCTA), Montebello Bus Lines, Torrance Transit, and Santa Monica Transit together operate a total of 15 bus lines. Convenient transit connections are also available to/from Los Angeles Union Station, which is the hub for the regional rail system in Southern California, including the Metrolink commuter rail system and Amtrak train service. Therefore, comparisons to other stadiums and arenas, including those in the greater Los Angeles area, that do not have such robust transit access are not appropriate.

The Commenter suggests that NFL games will be unaffordable to all but the affluent, who do not take transit. Some attendees may elect not to use transit, for a variety of possible reasons. The Draft EIR estimates that 18.5 percent to 27.5 percent of patrons will either take transit or walk/bike, which means that fully 72.5 percent to 81.5 percent will use automobiles. Travel to/from a major sporting or entertainment event is different from regular commute travel activity, because the focus on one specific activity at one destination location at a particular time makes transit a far more attractive alternative to some patrons (to avoid the perceived inconvenience of dealing with traffic, finding parking, and paying for parking). Moreover, data from other stadiums in similar downtown locations well served by transit show that attendees do use transit.

**Comment No. 16-23**

- ii. The DEIR's claim that there will be no overlap between events at Farmers Field and events at the Staples Center is unrealistic

The DEIR excludes concurrent STAPLES Center and Farmers Field events from its traffic and transit analysis based on a Project Design Feature that provides that "no events would be scheduled at STAPLES Center at the same time as a ticketed full attendance spectator event in the Event Center." (DEIR, Transportation, p. IV.B.1-14.) We are skeptical that this "Feature" will remain as such over the life of the Proposed Project. There are currently two National Basketball Association (NBA) teams and one National Hockey League (NHL) team that share the STAPLES Center as their home arena, requiring that the league adjust its schedule to avoid any concurrent home games. Now, added into the mix will be a further requirement that would involve implicating potentially two NFL teams. This arrangement would mean that for the three to four months out of the year where the NFL, NHL, and NBA seasons overlap, the three leagues would be required to exclude from their schedules any possibility of *more than one of those five teams* playing a home game on the same day, and that does not even address the possibility of non-athletic events at either venue. Los Angeles would not be the only place in the country with restrictions of this sort: the New York Jets and the New York Giants currently share a stadium, and thus their home games cannot be scheduled concurrently. At a certain point, a "soft" restriction, such as avoiding traffic impacts by not scheduling a STAPLES Center event concurrently, is likely to give way to a "hard" restriction, such as two teams in the same sport sharing a stadium. The DEIR does not mention any firm commitments from either league on this point, and it seems hard to believe that this will continue to be the case over the decades-long life of the Proposed Project. The DEIR should be revised to reflect the reality that it is likely that eventually there will be concurrent events at the STAPLES Center and Farmers Field.

**Response to Comment No. 16-23**

The comment correctly states that the Proposed Project will implement a project design feature that precludes the Event Center Project Applicant from holding an event at STAPLES Center at the same time as a ticketed full attendance spectator event at the Event Center. Refer to Project Design Feature B.2-3 of Subsection IV.B.2 of Section II, Corrections and Additions, of this Final EIR. Like all of the project design features, this feature will be incorporated as a condition of approval enforceable by the City.

The proximate parking to the Event Center will provide the premier parking supply for the suites and premier seats for both STAPLES Center and for the Event Center. Suite holders and premier seat holders are entitled to premier parking as part of their purchase. Holding simultaneous events would not be feasible, as many suite holders and premier

seat holders would be deprived of parking. Therefore the on-site proximate parking supply cannot accommodate the premier parking demands for simultaneous events. The project design feature would not preclude an event at STAPLES Center and Farmers Field on the same day; e.g., there could be a 1:00 P.M. Farmers Field event and a 7:00 P.M. or 7:30 P.M. STAPLES Center event, as a 2.5-hour time gap between the end of one event and the start of another event would allow the parking to disperse from one event prior to re-filling for the second event.

The Event Center Project Applicant has considerable successful experience working with the various sports leagues to schedule events at STAPLES Center for the Lakers, Clippers, Kings, and Sparks. This includes scheduling and operating “double-headers” at STAPLES Center (two games in one day), as was recently successfully demonstrated during this year’s NBA and NHL playoffs, when six games were scheduled at STAPLES Center within four days.

#### **Comment No. 16-24**

##### **b. The DEIR Fails to Evaluate Potentially Significant Transit Impacts**

In the unlikely event that the DEIR’s estimation of transit share is borne out by actual experience, no provisions have been made to accommodate that increased demand on the existing transit system. The DEIR anticipates that for weekday evening events, 20% of patrons would arrive via transit, and for weekend events, 15%. This amount of transit demand will result in unmitigated impacts to the existing public transit system, to the detriment of low-income, transit dependent residents in the neighborhoods surrounding the stadium and throughout MTA’s service area.

According to the DEIR, the Project will result in significant additional demand, requiring additional transit capacity. In order to meet the additional demand generated by the Project, local transit officials will need to add additional capacity to nearly all of the major transit facilities that will serve the project. Substantial additional transit capacity will be needed for Sunday Pre-and Post-Event, Saturday Pre-and Post-Event, and Weekday Post-Event. Below is a chart detailing the additional capacities needed:

Additional Rail Cars/Buses Needed to Meet Load Factor					
Transit Line	Sunday		Saturday		Weekend
	Pre-Event	Post-Event	Pre-Event	Post-Event	Post-Event
Red	-	6	1	5	13
Red/Purple	-	-	-	-	3
Blue	3	8	4	9	18
Expo Line	-	1	-	1	10
Green (East)	-	-	-	-	5
Green (West)	-	-	-	-	4
Gold (Pasadena)	-	-	-	-	2
Gold (East L.A.)	-	-	-	-	4
Metrolink	1	2	-	1	-
Silver (South)	2	3	1	2	3
Silver (North)	2	3	1	2	3
Rapid Bus	-	1	1	-	7
Express Bus	2	3	1	2	5
Local Bus	-	-	-	-	-

(DEIR, Transportation, p. IV.B.1-295, Table IV.B.1-25.) When concurrent events are added into the mix (even excluding a concurrent STAPLES Center event, as discussed above), the need for additional transit capacity becomes even more acute:

Additional Rail Cars/Buses Needed to Meet Load Factor (Concurrent Event)					
Transit Line	Sunday		Saturday		Weekend
	Pre-Event	Post-Event	Pre-Event	Post-Event	Post-Event
Red	-	6	3	8	22
Red/Purple	-	-	-	1	18
Blue	3	8	6	11	31
Expo Line	-	1	1	6	15
Green (East)	-	-	-	-	7
Green (West)	-	-	-	-	5
Gold (Pasadena)	-	-	-	-	5
Gold (East L.A.)	-	-	-	-	14
Metrolink	2	3	2	3	-
Silver (South)	2	3	3	5	8
Silver (North)	2	3	2	4	9
Rapid Bus	-	1	1	-	7
Express Bus	2	3	2	3	9
Local Bus	-	-	3	-	7

The DEIR calls this capacity deficit “modest.” (DEIR, Transportation, p. IV.B.1-187.) At the high end (concurrent, weekday, post-event) there is a need for an additional 40 heavy rail subway cars, 77 light rail train cars, and 41 buses representing potentially hundreds of millions of dollars of new transit capacity that will be needed to meet the demand stimulated by the Proposed Project. As noted above, in the, in our opinion, likely event that STAPLES Center events are booked concurrently with Farmers Field events, the capacity shortage would be even greater. Yet, the DEIR identifies no funding mechanism for procuring this additional capacity and acknowledges that without it, a significant and unavoidable impact to transit services would remain. (DEIR, Transportation, p. IV.B.1-185.)

The lack of a funding mechanism also begs the question of what other transit services might be cut in order to pay for increased capacity to meet the needs of affluent to wealthy stadium-goers. The DEIR notes, “[i]f for some reason Metro does not add the requisite number of additional rail cars [and buses], a significant and unavoidable impact would remain.” (DEIR, Transportation, p. IV.B.1-188.) One obvious “reason” that Metro may not add the requisite additional capacity is that Metro has ongoing, structural budget problems. Metro has experienced dramatic budget shortfalls over the past several years, resulting in severe service cuts and rising fares. Since 2008, Metro has cut 941,000 service hours since 2008, and raised fares for monthly and day passes from 44-100%.<sup>31</sup> These service cuts have resulted in a civil rights complaint being filed with the Federal Transit Administration and a resultant investigation that found Metro in violation of five of its twelve civil rights compliance categories.<sup>32</sup>

<sup>31</sup> *Transit Civil Rights and Economic Survival in Los Angeles: A Case for Federal Intervention in LA Metro* (October 2011), p. 4.

<sup>32</sup> Available at <http://la.streetsblog.org/2011/12/13/fta-metro-deficient-in-five-of-12-civil-rights-categories/>.

Given the inability of the Applicant to show how it will fund the transit modes needed to even begin to address the traffic impacts of the Project, the DEIR must analyze and mitigate the impacts to transit of the Proposed Project onto the low-income transit riders in surrounding communities who will experience further reductions in transit services so that Metro can provide additional capacity to meet the demands of wealthier event patrons. Such a shift would raise serious civil rights concerns, given the disparate demographics between the mostly low-income and of color composition of transit ridership in Los Angeles<sup>33</sup>, and the likely demographics of NFL and other event patrons, based on the experience in other cities, as discussed above.

<sup>33</sup> *Ninety percent of MTA riders are people of color and 68% come from households living on less than \$26,000 per year. (Los Angeles County Metropolitan Transportation Authority, Spring 2010 Metro Bus Customer Satisfaction Survey Results, Print.)*

The DEIR and the accompanying traffic study must evaluate and analyze existing and planned transit service operations to determine exactly where the additional capacity to meet this increased demand will come from, together with funding and financing of the necessary transit mitigation measures and service enhancements that will be needed to meet this significant increase in transit demand.

### **Response to Comment No. 16-24**

The Draft EIR analyzed existing and future transit service and found that there is sufficient transit service capacity to accommodate the Pre-Event Hour (inbound trips) for a Weekday Evening Event (pages IV.B.1-74 and IV.B.1-75 of Section IV, Transportation, of the Draft EIR). It also concludes that additional service capacity would be needed on some transit lines at other times, because of the reduced service operated during off-peak periods (nighttime and weekends). The Draft EIR concludes that on weekends, the necessary capacity increases would be modest because they would represent adding only a few rail cars or buses (e.g., for the Sunday Day Pre-Event Hour, adding 3 Blue Line cars, 1 Metrolink car, 4 Silver Line buses, and 2 Express Buses to a total of 235 transit cars/buses that would already be operating collectively on all transit lines serving the site (refer to Table 5.1.2.2a and 5.1.2.2b of Appendix I.1, EIR Transportation Study). For the Sunday Day Post-Event Hour, an additional 27 rail cars/buses would need to be added to the 248 cars/buses already operating in the area, an increase of only about 11 percent (refer to Table 5.1.2.3a and 5.1.2.3b, of Appendix I.1, EIR Transportation Study). Similar or lower service additions would be necessary for Saturday Day Events (refer to Table 5.2.2.1a and 5.2.2.1b, Table 5.2.2.2a and 5.2.2.2b, of Appendix I.1, EIR Transportation Study). The highest additional service would be needed for the Weekday Evening Post-Event Hour (the least frequent event occurrence) because existing nighttime service frequencies are the lowest, when an additional 77 cars/buses would need to be added to the 121 cars/buses already operating at that time. As identified in the Draft EIR, the total level of service needed for events would at no time exceed or generally even approach the level of service currently operating during the typical weekday peak period for transit use. Because the increase in transit service associated with the Proposed Project could be accommodated by the existing transit fleet, the transit operators would not need to purchase any new transit vehicles.

The Commenter expresses the opinion that running additional service for the Event Center would require diversion of resources that would affect low-income riders. Events at the Event Center would provide new fare-paying patrons that could be efficiently handled with trains running at full capacity (thereby maximizing revenues), which would represent an increased and efficient use of the extensive transit infrastructure that has been developed in the Los Angeles area in recent years. These increases in service would not impact existing transit riders, as none would be displaced by the temporary additional service capacity operated for events. The transit analysis was conducted in coordination

with Metro, which concurred that the increases in service for events identified in the Draft EIR are operationally feasible without having to purchase any new transit vehicles.

### **Comment No. 16-25**

#### *2. Mitigation*

##### **a. The DEIR Fails to Mitigate Significant and Unavoidable Traffic Impacts**

The DEIR finds that even after implementation of identified mitigation measures, “significant unavoidable impacts would remain at 4 intersections in the Sunday Day Pre-Event Hour, at 20 intersections in the Sunday Day Post-Event Hour, at 28 intersections in the Saturday Day Pre-Event Hour, at 42 intersections in the Saturday Day Post-Event Hour, at 72 intersections during the Weekday Evening Pre-Event Hour, and at 6 intersections in the Weekday Evening Post-Event Hour.” (DEIR, Transportation, p. IV.B.1-187.) In addition, the impact analysis identified the potential for significant traffic and parking impacts to occur on local streets in the Pico-Union area. (DEIR, Transportation, p. IV.B.1-188.) While generalized mitigation measures are proposed, these 72 intersections will fail to meet the City’s operational threshold of Level of Service “D” or better once the Project is built. The DEIR states further improvements at the nine intersections significantly impacted by the Proposed Project are not feasible, and the DEIR concludes the Project will create “significant and unavoidable” traffic impacts at these intersections. Although the DEIR attempts to dismiss these weekday evening event scenarios as occurring “infrequently,” in actuality, these conditions are anticipated to arise around 30 times a year. (DEIR, Transportation, p. IV.B.1-27.)

Traffic congestion in Los Angeles “normally” is the worst in the nation; even more impacts will mean gridlock in many places. Several of the studied intersections already operate at LOS E or F, and there will be 72 unmitigated significantly impacted intersections weekday pre-event. Almost all of the freeways in and out of the Project area operate at LOS E and F during weekday evening pre-event as well, and to a lesser extent, Saturday as well before and after the event. The DEIR should analyze and adopt additional, feasible mitigation measures to address these significant traffic impacts.

### **Response to Comment No. 16-25**

The Commenter correctly summarizes the Draft EIR’s conclusions regarding the number of significant intersection impacts after mitigation during the various time periods analyzed. As stated on page IV.B.1-187 of Section IV.B.1, Transportation, of the Draft EIR:

The intersection mitigations would be effective in eliminating or substantially reducing the number of intersections operating at LOS F before and after events... These impacts would not however occur on a daily or regular basis. The number of impacts would also reduce with the implementation of additional trip reduction and greater use of transit measures. Impacts would also be reduced further by implementation of the Transportation Management plan and measures associated with SB 292. (For purposes of preparing a conservative analysis, neither of these factors were included in the mitigation calculations).

An earlier paragraph on the same page states:

The Mitigation Program would reduce the number of significantly impacted intersections from 77 to 72 during the Weekday Evening Pre-Event Hour, and would partially mitigate a further 41 intersections.

The Commenter contends that the 72 significantly impacted intersections that would be significantly impacted even after mitigation will fail to meet the City's operational threshold Level of Service D or better once the Project is built. In fact, Table A.10.5.7.5 of Appendix I.1, EIR Transportation Study, of the Draft EIR shows that 41 of the 72 significantly impacted intersections will continue to operate at LOS D or better with the Proposed Project during the Weekday Evening Pre-Event Hour, when ambient traffic conditions are at their most congested. (As identified on page IV.B.1-28 of Section IV.B.1, Transportation, of the Draft EIR, the thresholds for significant traffic impact are based on the degree of change in volume-to-capacity ratio, not on the LOS value or any operational threshold).

The Commenter's opinion that traffic congestion in Los Angeles normally is the worst in the nation and that more impacts will mean gridlock in many places is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. In fact, most of the traffic generated by the Proposed Project will occur outside of the peak traffic periods for area roadways. Even during the Weekday Evening Pre-Event Hour, when ambient traffic conditions are at their most congested, with mitigation the Proposed Project would only cause the LOS at 16 of the 187 study intersections to degrade from LOS D or better to LOS E or F (please refer to Table A.10.5.7.5 of Appendix I.1, EIR Transportation Study, of the Draft EIR). However, Weekday Evening Events are only expected to occur a few times a year.

The Commenter contends that almost all the freeways in and out of the Project Area operate at LOS E and F during Weekday Evening Pre-Event Hour, and to a lesser extent, Saturday before and after the event. In fact, during the Weekday Evening Pre-Event Hour,

7 of the 20 freeway segments currently operate at LOS D or better; during the Weekday Evening Post-Event Hour, all 20 segments currently operate at LOS D or better; during the Saturday Day Pre-Event and Post-Event Hours, 19 of the 20 segments currently operate at LOS D or better; and during the Sunday Day Pre-Event and Post Event Hours, all 20 segments currently operate at LOS D or better. (Please refer to Tables 5.1.5.3, 5.1.5.4, 5.2.5.1, 5.2.5.2, 5.3.5.1 and 5.3.5.2 of Appendix I.1, EIR Transportation Study, of the Draft EIR).

The Commenter states that the Draft EIR should adopt additional feasible mitigation measures, but does not identify any such measures. The Draft EIR identifies the preferred strategy of minimizing auto trips and encouraging and facilitating the use of transit and other non-auto modes (page IV.B.1-162 of Section IVB.1, Transportation, of the Draft EIR). As set forth at page 5-2 of Appendix I.1, EIR Transportation Study, of the Draft EIR, stadiums, unlike most other land uses, by their nature do not operate on a regular basis at fixed times. Because stadiums provide capacity for large numbers of people to gather, they create peaks of travel demand which typically cause temporary “peaked” impacts for a short period of time on the transportation system. Further, it is not practical or feasible to provide additional freeway or roadway infrastructure improvements just to handle event traffic for short periods of time. Transportation impacts at event centers and stadiums due to these temporarily high peaks are, therefore, typically expected; and are generally accepted by event attendees. The prevailing strategy at event centers and stadiums around the country is to reduce such impacts to the extent possible through transportation management measures that enhance the temporary operational efficiency of the existing transportation system during events. Therefore, transportation mitigations are more appropriately focused on operational measures that would address the short-term and temporary nature of impacts by managing and maximizing the capacity of the existing roadway infrastructure on a temporary basis during events, rather than on physical infrastructure improvements that would not be necessary for mitigation most of the time, and which might, through roadway capacity increases, encourage further auto use, contrary to policies to increase transit use, or otherwise interfere with transportation-related goals on non-event days. Given the Proposed Project’s stated policies and goals of increasing transit use and decreasing auto use, physical improvements to transportation infrastructure are focused on transit rather than highways. LADOT and Caltrans concurred with this approach.

As part of the traffic analysis, each significantly impacted intersection and freeway segment was investigated for potential mitigation measures. However, the freeways and roadways serving the Proposed Project are located in the heavily developed and built-up area of central Los Angeles where there is very little, if any, right-of-way available for roadway or freeway widenings. Mitigation measures are physically infeasible at most

locations, due to right-of-way constraints. The Draft EIR includes all feasible mitigation measures.

**Comment No. 16-26**

b. The DEIR fails to consider all feasible mitigation measures

i. Impacts to local streets

The DEIR identified the potential for significant traffic impacts to occur on local streets in the Pico-Union area (p. IV.B.1-188), and suggests a Neighborhood Traffic and Parking Management Program for that neighborhood. The DEIR claims that significant neighborhood intrusion traffic impacts to the Pico-Union neighborhood can be avoided by closing a number of streets in and around the Event Center including 11th Street from east of the Harbor Freeway. (DEIR, Transportation, p. IV.B.1-140.) It is acknowledged that this will create a “minor inconvenience to residents accessing/egressing” their homes in the Pico-Union neighborhood. (*Ibid.*) Although the NTPMP will mean considerable inconvenience to residents of those neighborhoods on event days, the consideration of such a plan in the DEIR is a positive step. Many of the intersections that will suffer significant and unavoidable impacts, however, are in those neighborhoods to the south and east of the Project, including intersections along Pico, Olympic, Venice, Washington, and Adams Boulevards as they intersect with South Figueroa, Flower, Grand, Hill, Broadway and Main Streets. (DEIR, Transportation, p. IV.B.1-313, Figure IV.B.1-18.) These neighborhoods deserve at least the same treatment afforded to the Pico-Union neighborhood. The DEIR should be revised and recirculated to include a Neighborhood Traffic and Parking Management Program for neighborhoods to the south and east of the Proposed Project including South Park and adjacent South Los Angeles.

**Response to Comment No. 16-26**

The Draft EIR does not claim that significant neighborhood intrusion impacts to the Pico-Union neighborhood can be avoided by closing a number of streets in and around the Event Center), as suggested by the comment. That section of the Draft EIR identifies potential street closures that would occur around the Event Center and evaluates the potential impacts on the Pico-Union neighborhood. The Draft EIR concludes that, “While the planned street closures adjacent to the Event Center may cause some minor inconvenience to residents accessing/egressing the neighborhoods, impacts related to traffic diversions on the residential streets in Pico-Union are considered less than significant.” Refer to page IV.B.1-140 of Section IV, Transportation, of the Draft EIR.

The Commenter expresses the opinion that Mitigation Measure B.1-9 providing for the development and implementation of a Neighborhood Traffic and Parking Management Plan (NTPMP) will mean considerable inconvenience to residents of Pico-Union on event days. However, the purpose of Mitigation Measure B.1-9 and the NTPMP it calls for is to work closely with LADOT and the neighborhood community to develop a plan to minimize potential impacts to local residential streets in the Pico-Union area due to possible cut-through traffic and parking impacts (refer to Mitigation Measure B.1-9 on page IV.B.1-170, Section IV.B-1, Transportation, of the Draft EIR). All measures to be included in the NTPMP will be subject to community review and approval, in order to minimize any inconvenience to residents.

The Draft EIR's analysis of cut-through traffic focused on the Pico-Union neighborhood because, in addition to the key east-west streets that are major and secondary arterial roadways, there are also local residential streets in this area connecting to key approach routes to the Proposed Project that could attract cut-through traffic. There are no such similar characteristics in the areas to the east and south of the Project. The area to the east of the Project site is a downtown environment with predominantly commercial land uses. While there are some residential uses, these are in an accepted downtown environment, and there are no local residential or neighborhood streets. The area to the south of the Project is a similar a mix of primarily commercial land uses in a downtown environment, or south of the I-10 freeway, a very largely commercial, institutional, and industrial area with few residential uses and with no local residential/neighborhood streets. Nonetheless, in response to the comment, Mitigation Measure B.1-9 has been revised to include South Park and South Los Angeles in addition to Pico Union. Refer to Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR.

All of the streets mentioned in the comment—Pico, Olympic, Venice, Washington, Adams, Figueroa, Flower, Grand, Hill, Broadway, and Main—are major or secondary arterials roadways and are neither local residential streets nor located in residential neighborhoods. These major streets are designed to accommodate higher traffic volumes.

The predominant significant traffic impacts to the east and south of the Project site on a Sunday, and almost all the significant impacts on a Saturday, are focused primarily along the 17th and 18th Street corridor along the I-10 freeway, which are not residential streets and are not located in residential neighborhoods. During weekdays, the significant traffic impacts also include the Adams Boulevard corridor and Pico and Olympic Boulevard corridors, neither of which are residential streets or located in residential neighborhoods or have residential streets connecting to key approach routes that could attract cut through traffic.

**Comment No. 16-27**

- ii. The Transportation Demand Management program lacks sufficient specificity

The DEIR requires the Applicant to develop and implement a “Transportation Management Plan” (TMP). (DEIR, Transportation, p. IV.B.1-181.) The TMP lists a number of potentially useful trip reduction ideas, namely: Additional Metro and Metrolink Service; Special Metrolink Trains, Express Bus Park-and-Ride; Charter Bus Service; Encourage and Incentivize Transit Use; Increase Auto Occupancy. (DEIR, Transportation, p. IV.B.1-183-4.) However, there are no requirements or commitments to funding attached to any of these ideas. The only requirements are that there be a TMP and the subjects to be covered therein. This is in contrast to the physical improvement mitigation measures included in the DEIR. For example, the Applicant commits to contributing a total of \$11 million to Caltrans for various freeway improvements, \$10 million to Metro to improve the Pico Metro Station, and \$1.2 million to LADOT for upgrades to the City’s Automated Traffic Surveillance and Control (ATSAC) system. If the Applicant is serious about achieving the non-auto mode share projections underlying its analysis, the measures included in the TMP need to become more than just good suggestions; they should be translated into concrete, measurable commitments, and the Applicant should be required to contribute funds to implement the various measures in the same way they have with respect to physical improvements.

**Response to Comment No. 16-27**

The Commenter contends that the Draft EIR does not include any concrete measureable commitments to trip reduction. In fact, the Draft EIR requires the Project Applicant to develop and implement a comprehensive Transportation Management Plan (TMP). The TMP shall be developed in conjunction with LADOT, Metro, LAPD, Caltrans and other transportation agencies as appropriate. Mitigation Measure B.1-29 sets forth a menu of potential transportation trip reduction measures, to be included in the TMP, many of which have proven to be effective at other venues, to be funded by the Project Applicant. In addition, SB 292 provides an objective performance standard (i.e., the “Best in NFL” standard) to gauge the effectiveness of the trip-reduction program. It is not feasible at this time to identify the develop a more precise plan, as the exact mix of trip-reduction measures will vary depending on fan demographics, which will in turn vary depending on which team(s) play at the Event Center. Therefore, the analysis conservatively does not take any credit for trip reduction measures identified in the TMP. Like all mitigation measures, the TMP will be included as an enforceable condition of approval and will be subject to the Mitigation Monitoring and Reporting Program, as well as the SB 292 “Best in NFL” trip ratio requirements. If the Project has not achieved the SB 292 requirement by the fifth year of operation, then the City shall require the Event Center Applicant to implement

additional feasible mitigation measures. Refer also to Topical Response No. 5 regarding SB 292.

**Comment No. 16-28**

- iii. The DEIR fails to adopt feasible mitigation measures required by SB 292

In 2011, the Governor signed into law SB 292, discussed further above, creating a special environmental review process under CEQA specifically for this Project. (See Pub. Res. Code § 21168.6.5.) Several of the provisions of SB 292 directly impact traffic and transit. Section 21168.6.5, subdivision (h) states that “it is the intent of the Legislature that the project minimize traffic congestion and air quality impacts that may result from private automobile trips to the stadium.” In order to meet this goal, SB 292 requires that the Project “[a]chieve and maintain a trip ratio [of auto arrivals per patron] that is no more than 90 percent of the trip ratio at any other stadium serving a team in the National Football League.” (Pub. Res. Code § 21169.6.5, subd. (h)(2).) In addition, SB 292 requires that “as a condition of approval of the project... the lead agency shall require the applicant to implement measures that will meet the [trip ratio requirement] by the end of the first season during a National Football League team has played at the stadium.” (Pub. Res. Code § 21169.6.5, subd. (i)(1).)

Unfortunately, the DEIR fails to include any analysis of how the Applicant plans to address the foregoing requirements under SB 292. The DEIR notes only that “SB 292 requires the City to adopt the protocol including criteria and guidelines that will be used to determine the effectiveness of trip ratio measures”, and that said criteria and guidelines will be set forth in the Transportation Management Plan. (DEIR, Transportation, p. IV.B.1-165). The DEIR does not commit the Applicant to any particular measures that would meet the requirements of SB 292 other than the reporting requirements and the vague obligation to adopt a Transportation Management Plan, and such measures are not included in the traffic analysis included in the Transportation Study. (DEIR, Transportation, p. IV.B.1-185). As stated above, Mitigation Measure B.1-29 is filled with indefinite suggestions, rather than requirements, with no funding attached or identified. CEQA requires that all feasible mitigation measures to address significant environmental impacts be adopted. If the Applicant is committed by law to adopt measures sufficient to meet the requirements established under SB 292 with respect to trip ratios, by definition those measures are feasible. We believe that SB 292 requires the Applicant to adopt and fund *in the EIR* those measures that it are required to achieve the trip ratios required by SB292. The Applicant has failed to do so, and therefore the DEIR must be revised to include mitigation measures required under SB 292 and an analysis of how they will meet its requirements.

**Response to Comment No. 16-28**

Refer to Topical Response No. 5 regarding SB 292. Refer also to Response to Comment No. 16-25, regarding feasible mitigation, and Response to Comment No. 16-27 regarding the TMP.

**Comment No. 16-29**

## iv. The DEIR fails to consider additional feasible measures

Given the significance of the environmental traffic impacts described above, the Applicant has failed to both analyze and consider all appropriate mitigation measures. The Applicant should be required to include a transit day pass in the price of every event ticket in order to encourage as many people as possible to ride transit. The DEIR suggests a program to bundle event tickets and transit passes:

“The use of transit would be encouraged and heavily promoted by the Proposed Project. This would include bundling of transit passes with event tickets sales, where patrons could purchase a transit ticket at the same time as the event ticket so patrons would not need to buy a transit ticket on the day of the event.”

(DEIR, Transportation, p. IV.B.1-183.) This proposal does not go nearly far enough. Dr. Donald Shoup at the University of California, Los Angeles has studied the impact of fares on transit use for events, and has concluded that in many cases, including a transit pass with the price of a ticket to the event can measurably and significantly improve the transit ride share, as well as offering the ancillary benefit of providing a reliable funding stream to the local public transit agency. In his April 23, 2012, Los Angeles Times Op-Ed, Dr. Shoup writes:

“Anschutz Entertainment Group, the stadium’s developer, has promised to accommodate all these cars. But AEG should also give patrons an incentive to ride public transit and leave their cars at home. Other stadiums have greatly increased transit ridership by contracting with public transit operators so that all ticket holders can ride trains and buses free on game day.

“The 72,000-seat Husky Stadium in Seattle, for example, contracts with Seattle Metro to allow game tickets to serve as transit passes on game days. The share of ticket holders arriving by public transit jumped from 4% the year before the program began in 1987 to 20% in 2008, according to the University of Washington.

“In Los Angeles, bundling transit rides with game tickets means treating each ticket as a Metro day pass. Metro charges \$5 for a day pass, but AEG would pay Metro this \$5 only if a ticket holder rides transit on a game day. If 20% of ticket holders ride Metro to Farmers Field, AEG’s cost for offering free transit to everyone would therefore average only \$1 a ticket.”

Los Angeles Times, “A win-win scenario for Farmers Field,” April 23, 2012.)<sup>34</sup> We would endorse Professor Shoup’s suggestion as an imminently reasonable and likely effective way to both stimulate more transit mode share, and make sure that the increased demands on transit are paid for by patrons of the Proposed Project, not low-income people who rely on public transit to get to work.

<sup>34</sup> Available at <http://articles.latimes.com/2012/apr/23/opinion/la-oe-shoup-farmers-field-transit-20120423>.

### **Response to Comment No. 16-29**

The Project Applicant is committed to pursuing ticket bundling options for transit that provide seamless access to the facility by stadium patrons, including transfers between transit modes and services. These may take numerous forms, and the Applicant will select the most effective methods, in coordination with, and with the cooperation of, the transit agencies to allow a seamless fare/ticket recognition system. The Project Applicant will determine, as part of its overall operational and transportation strategies, exactly how to incentivize the increased use of transit, and the Commenter’s suggestion will be among the strategies considered (see also Response to Comment No. 16-27, with respect to why this is not feasible at this time to determine specific measures). Event patrons using transit would be full fare paying transit riders (whether paid by the patron or partly subsidized in some manner), so that the increased demands on transit would not be paid for by low-income people who rely on public transit to get to work.

### **Comment No. 16-30**

CEQA requires an analysis of feasible mitigation measures that “could minimize significant adverse impacts.” (CEQA Guidelines § 15126.4, subd. (a)(1).) The DEIR and Transportation Study have failed to evaluate the feasible mitigation measures listed above. These measures could reduce or eliminate significant, unmitigated traffic impacts, and would result in few, if any, secondary impacts.

### **Response to Comment No. 16-30**

This is a general comment summarizing the preceding comments. Refer to Response to Comment Nos. 16-25 through 16-29.

**Comment No. 16-31****C. Parking**

There are a number of significant flaws in the Parking Section of the DEIR. Further study must be undertaken to properly identify, analyze, and mitigate the parking impacts of the Proposed Project. To summarize: the DEIR fails to analyze and/or mitigate the parking impacts of the Proposed Project on surrounding communities. CEQA requires that all adverse and significant parking impacts be properly disclosed, analyzed and, where feasible, mitigated. Until these various issues and concerns are addressed, there is “substantial evidence” that the Proposed Project may have adverse parking impacts that have not been properly disclosed, analyzed, and mitigated. Accordingly, the DEIR for the Proposed Project must be revised and recirculated.

*1. Impacts*

The DEIR fails to analyze several significant parking impacts of the Proposed Project on surrounding communities. As with the Transportation section, the failures of the parking analysis derive mostly from an unrealistic assessment of the ability of the Applicant to alter the behavior of Los Angeles drivers. In the case of parking, the DEIR avoids any discussion of the impacts on parking resources in sensitive areas east and west of downtown Los Angeles by claiming that the Applicant will be successful in diverting drivers away from parking in those areas. We find this claim to be overly optimistic.

The analysis in the DEIR starts with the definition of a Primary Parking Area, bounded by 4th Street on the north, Broadway to the east, Adams Boulevard on the south, and the 110 Freeway to the west. (DEIR, Parking, p. IV.B.2-11.) The DEIR anticipates that parking resources within the Primary Parking Area will be sufficient to meet the demand anticipated to be generated by most of the events at the Project. (DEIR, Parking, p. IV.B.2-14.) For the few times a year when it is anticipated that other popular concurrent events, namely the Los Angeles Auto Show, create a cumulative shortage of parking within that Primary Parking Area, the DEIR suggests that more remote parking facilities to the north and south of the Primary Parking Area such as the Union Station, Bunker Hill and USC/Coliseum areas could be utilized in conjunction with shuttle bus service and/or rail transit connections. (DEIR, Parking, p. IV.B.2-17.)

The DEIR does not provide any basis for its assertion that event patrons will choose to park at locations as far away as Union Station and the Coliseum and/or in expensive parking structures a 15-20 minute walk away, instead of looking for parking on the street or on surface lots in areas to the immediate west and four or five blocks east of the Stadium. There is no analysis of the extent to which STAPLES Center/L.A. LIVE event patrons

currently park in those areas and no analysis of the relative cost and convenience of parking in those areas versus locations within the Primary Parking Area. The DEIR does not provide any sort of justification for this assumption, other than appeals to the as yet undefined and unfunded Transportation Management Plan. As mentioned above with respect to Transportation, the DEIR also takes as a given an unrealistic expectation that there will not be concurrent events at Staples Center and the Event Center over the life of the Proposed Project. (DEIR, Parking, p. IV.B.2-15.)

The DEIR should be revised and recirculated to include a realistic evaluation of existing and predictable parking behavior in the downtown Los Angeles area.

### **Response to Comment No. 16-31**

The comment expressed the opinion that there will be adverse parking impacts and disagrees with the analysis and conclusions of the Draft EIR. Parking is analyzed in the Draft EIR (refer to pages IV.B.2-1 to IV.B.2-22 of Section IV.B.2, Parking, of the Draft EIR, and Chapter 5 of Appendix I.1, EIR Transportation Study, of the Draft EIR). It should be noted that CEQA considers the adequacy of the parking supply to be a social rather than an environmental issue that needs to be analyzed in an EIR. However, the Draft EIR analyzed parking supply adequacy because of the potential for inadequate parking to result in secondary impacts, such as traffic, noise, and air quality, caused by attendees to the Proposed Project driving around looking for parking. The parking supply identified in the Draft EIR excluded on-street parking for various reasons, including: (1) there are very few on-street parking spaces compared to the large off-street parking supply; (2) many on-street spaces are subject to time limits, which precludes their use for events; and (3) the parking management strategies focus exclusively on off-street parking to discourage the use of on-street parking. The analysis demonstrates a plentiful supply of off-street parking for events. The occasional use of remote parking at Union Station and the USC/Coliseum area will be convenient, as it will have convenient transfers to transit serving the Proposed Project site. Potential parking impacts in Pico-Union will be prevented through the Neighborhood Traffic and Parking Management Plan. The parking management plan will also discourage parking in Pico-Union and the Fashion District and in on-street locations. It will proactively encourage parking in off-street garages and lots in the specific identified areas, through extensive use of information systems, including the new LADOT Downtown ExpressPark system, and proactive controls such as ticket/parking bundling to pre-sell parking in pre-determined locations. The parking strategy is detailed in pages IV.B.2-2 to IV.B.2-29 of Section IV.B.2, Parking, of the Draft EIR. Many STAPLES Center patrons currently walk some distance to off-street parking lots (up to six blocks in some cases). It is anticipated that attendees at events at the much larger Event Center will be prepared to walk further. Experience at other NFL stadiums has shown that fans are willing to walk the 15- to 20-minute distance for large events, and in the case of downtown Los Angeles, there will be many restaurants for attendees to patronize on their walk between parking and the

Event Center. See pages 4-29 to 4-32 of Appendix I.1, EIR Transportation Study, of the Draft EIR for more information. See also Response to Comment No. 16-23 regarding concurrent events.

With respect to the comment on current STAPLES Center parking, there is only a very small amount of parking that occurs west of the freeway. There are no major public parking garages in Pico-Union. There are three small private surface lots immediately west of the freeway (off Blaine Street) that were permitted by the City of Los Angeles and that are used by patrons but that are not under the control of the Project Applicant. At times, some limousine parking also occurs on-street. But in general, due mainly to the abundance of parking east of the freeway and the lack of a significant parking supply west of the freeway, the vast majority of event and employee parking occurs east of the freeway. Both STAPLES Center and NOKIA Theatre L.A. LIVE provide free parking and shuttle for all their employees, and the Event Center Applicant also sells discounted parking to L.A. LIVE staff and crew. These measures are implemented, along with the Event Center Applicant's program of providing parking maps and directions to only direct patrons to parking lots east of the freeway, in order to prevent patron or employee parking in Pico-Union. The Event Center Applicant currently works with limousine operators to prevent limousine parking in Pico-Union (including requiring limousines using L.A. LIVE limousine zones to use off-site sanctioned parking areas and discouraging other limousines from parking in Pico-Union). Similar measures will continue to be undertaken in the future with the Proposed Project, and the TMP will neither direct patrons to, nor encourage parking in, Pico-Union (although some private operators may choose to offer such parking, which would be beyond the control of the Project Applicant). Section IV.B.2, Parking, of the Draft EIR concludes that while significant amounts of parking occurring in Pico-Union is unlikely, due to the various reasons stated above, it also acknowledges the potential for parking impacts to occur. Mitigation Measure B.1-9 requires the Project Applicant to develop and implement a Pico-Union Neighborhood Traffic and Parking Management Plan, in coordination with LADOT and the local Pico-Union community, that will address ways to prevent patron parking in Pico-Union, including the possible implementation of permit parking. Parking in Pico-Union is addressed in more detail in pages 5-193 to 5-194 in Appendix I.1, EIR Transportation Study, of the Draft EIR.

### **Comment No. 16-32**

#### *2. Mitigation*

The DEIR fails to analyze and adopt feasible mitigation measures to address parking impacts of the Proposed Project. CEQA requires an analysis of feasible mitigation measures that "could minimize significant adverse impacts." (CEQA Guidelines § 15126.4, subd. (a)(1).) The DEIR does identify the potential for significant parking impacts to occur on local streets in the Pico-Union area (p. IV.B.1-188), and suggests a Neighborhood

Traffic and Parking Management Program for that neighborhood. The DEIR claims that significant neighborhood intrusion parking impacts to the Pico-Union neighborhood can be avoided by closing a number of streets in and around the Event Center including 11th Street from east of the Harbor Freeway. (DEIR, Transportation, p. IV.B.1-140.) It is acknowledged that this will create a “minor inconvenience to residents accessing/egressing” their homes in the Pico Union neighborhood. (*Ibid.*) Although the NTPMP will mean considerable inconvenience to residents of those neighborhoods event days, the consideration of such a plan in the DEIR is a positive step. Unfortunately, similar plans were not suggested in the DEIR for the South Park and adjacent South Los Angeles neighborhoods. These neighborhoods deserve at least the same treatment afforded to the Pico-Union neighborhood. The DEIR should be revised to include Neighborhood Traffic and Parking Management Programs for South Park and adjacent South Los Angeles neighborhoods.

### **Response to Comment No. 16-32**

Please refer to Response to Comment No. 16-26 and No. 16-31.

### **Comment No. 16-33**

#### **D. Air Quality**

We incorporate by reference the comments of the Natural Resources Defense Council, in its letter dated May 21, 2012.

Critically, the DEIR does not take into account the reproductive health impacts of air pollution particularly on the community of Pico-Union where there is a large population of children and women of child-bearing age. These two population groups are uniquely susceptible to the impacts of air pollution. Recent studies indicate that sulphur dioxide is associated with pre-term births, while exposure to fine particulate matter or PM 2.5 has shown associations with low birth weight and babies that are small for gestational health and PM of  $\leq 10$  was associated with SGA births.<sup>35</sup>

<sup>35</sup> *Air pollution and birth outcomes: a systematic review. Shah PS, Balkhair T; Knowledge Synthesis Group on Determinants of Preterm/LBW births. Environ Int. 2011 Feb;37(2):498-516. Epub 2010 Nov 26. Review.*

### **Response to Comment No. 16-33**

Please refer to Response to Comment Nos. 18-1 through 18-14 for detailed responses to the comments of the Natural Resources Defense Council, in its letter dated

May 21, 2012. In particular, please refer to Response to Comment No. 18-10 regarding potential health impacts.

Localized air quality impacts evaluated in Section IV.F, Air Quality, of the Draft EIR were evaluated consistent with SCAQMD's Final Localized Significance Threshold Methodology (June 2003). Localized significance Thresholds (LSTs) are only applicable to the following criteria pollutants: oxides of nitrogen ( $\text{NO}_x$ ), carbon monoxide (CO); particulate matter less than 10 microns in aerodynamic diameter ( $\text{PM}_{10}$ ); and particulate matter less than 2.5 microns in aerodynamic diameter ( $\text{PM}_{2.5}$ ). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. Please refer to pages IV.F.1-43 through IV.F.1-52 of Section IV.F.1, Air Quality, of the Draft EIR for a detailed discussion of potential localized criteria pollutant impacts. As shown therein, localized  $\text{PM}_{10}$ ,  $\text{PM}_{2.5}$ , and  $\text{NO}_2$  construction impacts were concluded to be less than significant for the community of Pico Union. From an operational standpoint,  $\text{PM}_{2.5}$  was also concluded to be less than significant. Although  $\text{NO}_2$  operational localized impacts were concluded to be significant and unavoidable, the occurrence of these potential impacts would be limited for the reasons discussed below.

The  $\text{NO}_2$  pollutant concentration represents the maximum Project-related 1-hour concentration predicted using SCAQMD's recommended AERMOD model occurring over 17,520 hours of SCAQMD mandated meteorological data. This maximum concentration is combined with the background concentration (maximum concentration monitored over the last three years) at the SCAQMD representative monitoring station (Los Angeles Downtown). Therefore, when comparing to the state and federal standards, it is important to understand that the resultant combined pollutant concentration assumes the following: (1) Maximum emissions associated with a capacity event at the Event Center occur every day over the two years of modeled meteorological conditions even though such an attendance level at the Event Center could occur up to 37 times per year; and (2) Maximum modeled pollutant concentration also occurs on the same day of the maximum monitored background pollutant concentration occurs. Therefore, the likelihood of these events all occurring on the same day and hour are remote. In addition, SCAQMD meteorological data for downtown Los Angeles indicates that the wind blows 58 percent of the time from the west in the Project area during time periods that Events would typically occur.

In response to SCAQMD comments, additional project features and mitigation measures have been included in the Draft EIR and necessitated updates to the emissions calculations and dispersion modeling. Supporting calculations have been included in the Air Quality Technical Report and a summary of the pollutant concentrations are reflected in

Section IV.F, Air Quality, of the Draft EIR. Please refer to Subsection IV.F.1 of Section II, Corrections and Additions, and Appendix B of this Final EIR. As shown therein, potential operational PM<sub>10</sub> 24-hour impacts (Project less No Project—Event Day) would be limited to an approximate one-block area near the Blaine Street Off-Ramp (2.8 µg/m<sup>3</sup>), and the impact was predicted to exceed the SCAQMD significance threshold of 2.5 µg/m<sup>3</sup> on two days per year of modeled SCAQMD meteorological conditions. Please note that this exceedance was predicted to occur under the weekday Event scenario and that potential PM<sub>10</sub> 24-hour impacts under both the Saturday and Sunday Event scenarios resulted in less than significant localized PM<sub>10</sub> impacts.

According to the SCAQMD, major sources of SO<sub>2</sub> include power plants and large industrial facilities. While ambient air quality standards are provided for SO<sub>2</sub>, the SCAQMD only provides thresholds for PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub> and does not provide localized thresholds for SO<sub>2</sub>. In fact, SO<sub>2</sub> is not discussed within SCAQMD's Finalized Significance Threshold Methodology (June 2003) since the vast majority of land use development projects would not represent a substantial source of SO<sub>2</sub>. Although the Proposed Project would not represent a substantial source of SO<sub>2</sub>, a screening level analysis has been developed in response to this comment which demonstrates that the Project would also result in a less than significant localized SO<sub>2</sub> impact.

To derive the LST concentration, it is necessary to know the concentration of the most stringent ambient air quality standard and the ambient concentration for the pollutant under consideration in a specified source receptor area (SRA). The difference between the ambient air quality standard and the peak ambient concentration in the SRA produces a concentration that is then converted into mass emissions. The mass emissions result is the maximum amount of emissions a project can emit, when added to the ambient concentrations, without causing or contributing to an exceedance of the most stringent applicable ambient air quality standard (i.e., background + project contribution). The resulting mass emissions amount is the LST for the pollutant under consideration for the specified SRA. Since CO and SO<sub>2</sub> both have a 1-hour standard, CO was used as a surrogate for evaluation of SO<sub>2</sub>. Adjustments to the 1-hour CO LST accounted for the percent reduction under the standard for both pollutants and difference in molecular weight. A CO LST for downtown Los Angeles for a 5-acre site at a distance of 76 meters equals 2,651 pounds per day. The equivalent SO<sub>2</sub> LST would be 5,532 pounds per day. As shown in Table IV.F.1-7 and Table IV.F.1-15 in Section IV.F.1, Air Quality, of the Draft EIR, both construction and operation of the Proposed Project would result in less than 1 pound of SO<sub>2</sub>, or approximately 0.02 percent of the calculated SO<sub>2</sub> significance threshold. As the SO<sub>2</sub> ambient air quality standards have been established to protect human health and the Project would not contribute to an exceedance of the SO<sub>2</sub> standard, health impacts would be anticipated to be less than significant.

**Comment No. 16-34**

Furthermore, statements in the DEIR reflect that the Project proponents will meet the obligations of AB 32 and SB 292 in three ways:

4. Implementation of an Event Center TMP
5. Investment in local community projects that reduce greenhouse gas emissions
6. Purchase of carbon offsets when feasible

Reduction targets tied to the TMP must reflect alternative scenarios where VMT targets, public transportation usage goals under SB 292 are not met and the very real possibility that carbon offsets fail to reduce emissions in the region.

The use of carbon offsets remains a controversial and some would say ineffectual way to address carbon reductions. Offsets are often unverifiable which means two things: local communities lose the co-benefits of local air quality and carbon reduction projects; and no real reductions are made even globally thus cancelling any real benefit. We suggest increasing the number of local community projects designed to reduce greenhouse gases, with a focus on the three mile radius of the project first. Further the Applicant should make a commitment to keeping all offsets local and regional. Projects should promote distributive energy production, solar roofs, weatherization programs, and the development of green space projects like vertical gardens and other unique projects that increase community resilience and promote air pollution and carbon reductions.

**Response to Comment No. 16-34**

In enacting SB 292, the Legislature determined the carbon neutrality requirements, including the use of offset measures and credits and the trip-reduction requirements. These requirements are in addition to CEQA's requirements for mitigation. Under the Carbon Neutrality Compliance Program, purchased offset credits may be used only after a number of other measures have been considered. The highest priority is placed on use of feasible measures on the Project site or in connection with the operation of the Project that are not otherwise required and local emission reduction measures. The Carbon Neutrality Compliance Program requires that local measures be selected first and requires that a portion of the compliance budget be used only for local measures. Local measures are those areas within a 3-mile radius of the Project or within "high-poverty ZIP Codes" within a 5-mile radius of the Project. Further, preference is given for local measures that produce co-benefits. The offset value of local measures, on-site measures, and other operator measures must be determined in accordance with the Carbon Neutrality Compliance Program. The types of measures suggested by the Commenter would be eligible for

evaluation and selection as local measures under the Carbon Neutrality Compliance Program.

Purchased Credits shall be obtained from the California Climate Registry. If credits are not available from the California Climate Registry, then shall be obtained by from carbon credit programs such as the Gold Standard, American Carbon Registry, Verified Carbon Standard, or other third-party verified voluntary credits. The amount of greenhouse gas emissions that must be offset is adjusted by changes in vehicle miles travelled, as determined in the annual SB 292 reports required by the Trip Reduction Compliance Program and in accordance with the requirements for determining emissions in the Carbon Neutrality Compliance Program. Refer also to Topical Response No. 5, Senate Bill 292, of this Final EIR.

### **Comment No. 16-35**

We are also concerned about the smog, plastic debris, and other contaminants in the types of fireworks displays that are a feature of the Proposed Project. The gunpowder and metallic compounds in fireworks are often carcinogenic.<sup>36</sup>

<sup>36</sup> *There are also fire concerns related to fireworks. The public safety section does not adequately analyze the impact on response times or fire related resources.*

“The smoke from fireworks’ burned charcoal and sulfur fuel also contains particulate matter that can get lodged in people’s lungs, an immediate danger for those with asthma or chemical sensitivities. Prolonged exposure to similar airborne particles from diesel exhaust has also been shown to cause lung cancer. Air-quality monitors reportedly spike for about three hours after a fireworks show.”

In terms of what heavy metals result from a fireworks display, it depends on the colors used:

“• Strontium (red): This soft, silvery-yellow metal turns red when it burns, is extremely reactive with both air and water, and can be radioactive....

“• Copper (blue): Fireworks’ blue hues are produced by copper compounds... the copper jump-starts the formation of dioxins when perchlorates in the fireworks burn.... the World Health Organization has identified it as a human carcinogen...

“• Barium (green):... High levels of barium exposure can lead to changes in heart rhythm, paralysis or death.

“• Cadmium (various): Used to produce a wide range of fireworks colors, this mineral is also a known human carcinogen. Breathing high levels of cadmium can seriously damage the lungs, and consuming it can fluster the stomach, often resulting in vomiting and diarrhea. Long-term exposure can lead to kidney disease, lung damage and fragile bones. Plants, fish and other animals take up cadmium from the environment, meaning that any released into waterways from a fireworks show can be passed up the food chain.”

(McLendon, Russell, “Mother Nature Network, Are fireworks bad for the environment?”, June 30, 2009.)<sup>37</sup>

<sup>37</sup> Available at <http://www.mnn.com/earth-matters/translating-uncle-sam/stories/are-fireworks-bad-for-the-environment>.

The DEIR lists fireworks among the maximum daily localized and regional emission. (See DEIR, Air Quality, pp. IV.F.41, Table IV, F.1-7 & IV.F.44, Table IV.F.1-8.)

### **Response to Comment No. 16-35**

As shown in Table IV.F.1-7, Unmitigated Maximum Daily Regional Operational Emissions-Buildout in Year 2017, in Section IV.F.1, Air Quality, of the Draft EIR, potential emissions from fireworks would represent less than 0.1 percent of potential Project-related emissions and would occur on a limited number of days per year. However, in response to this comment, the health risk assessment has been updated to include air toxic emissions from fireworks. Please refer to Subsection Appendix M.1-4 of Section II, Corrections and Additions, of this Final EIR. The updated modeling indicates that emissions from fireworks would contribute less than 0.01 in 1 million to the Project’s combined health risk. With the inclusion of fireworks in the health risk assessment, the maximum off-site incremental individual combined risk would remain at 3.8 in 1 million, which is well below the SCAQMD significance threshold of 10 in 1 million. Refer to revised Appendix M.1-4 provided within Appendix B of this Final EIR.

Smog formation (ozone) is generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. Since fireworks would be displayed at night, smog formation from fireworks would be limited.

### **Comment No. 16-36**

The infeasibility of impacts related to fireworks is discussed in the Aesthetics section of the DEIR:

“Light impacts related to pyrotechnic and firework events could only be reduced by eliminating such events. However, such features are integral to the fan experience associated with the Event Center, as set forth in the Project Objectives. As such, no feasible mitigation measures exist that could reduce this impact to a less than significant level.”

(DEIR, Aesthetics, p. IV.D.2-48.) It is not clear why these features are integral to the fan experience. The impacts analysis related to fireworks must be expanded upon and mitigation implemented.

### **Response to Comment No. 16-36**

Because the proposed Event Center would primarily function as the home venue for one or possibly two National Football League (NFL) teams, it is considered essential to provide a venue that would be attractive to the NFL and allow them to function as they would at competing facilities elsewhere. However, the number of fireworks shows has been reduced from 30 to up to 15 shows per year and of short duration (up to 20 minutes per display show). In addition, isolated uses of firework devices during events would also occur. Refer to revised Project Design Feature D.2-20 within Section II, Corrections and Additions, subsection IV.D.2, Artificial Light and Glare, of this Final EIR. Impacts associated with the use of fireworks are discussed throughout the Draft EIR where appropriate. For example, Section IV.E, Noise, in the Draft EIR addresses noise impacts related to fireworks, and Section IV.D.2, Artificial Light and Glare, addresses light related impacts from proposed fireworks.

With regard to the request for mitigation with regard to fireworks displays, Mitigation Measure F.1-10 has been added that provides for the use of lower emissions fireworks for proximate pyrotechnics. Refer to Section II, Corrections and Additions, subsection IV.F.1, Air Quality, of this Final EIR.

### **Comment No. 16-37**

#### **E. Groundwater**

As discussed with respect to air quality, there are a number of significant environmental impacts related to fireworks. One of the toxins that results from fireworks is perchlorate. California discusses perchlorate in this manner:

“Perchlorate is both a naturally occurring and manmade contaminant increasingly found in groundwater, surface water and soil. Most perchlorate manufactured in the U.S. is used as an ingredient in solid fuel for rockets and

missiles. In addition, perchlorate-based chemicals are also used in the construction of highway safety flares, fireworks, pyrotechnics, explosives, common batteries, and automobile restraint systems. Perchlorate contamination has been reported in at least 20 states. Perchlorate greatly impacts human health by interfering with iodide uptake into the thyroid gland. In adults, the thyroid gland helps regulate the metabolism by releasing hormones, while in children, the thyroid helps in proper development. Perchlorate is becoming a serious threat to human health and water resources.”

(California Department of Toxic Substances Control, Perchlorate, What is Perchlorate.)<sup>38</sup> The Specific Plan for the Proposed Project places no limitations on the fireworks displays associated with the Proposed Project clearly stating that these displays would be allowed “between the hours of 10 a.m. and 11:30 p.m., 7 days per week.” (See DEIR, Appendix A, p. 29 [Convention and Event Center Specific Plan, hours of operation, displays of fireworks].) As the Specific Plan covers the stadium, convention center, and the current STAPLES Center, these displays could occur most days of the year for events at any of these facilities. (*Ibid.*) Furthermore, since the entire complex is adjacent to the LASED, which shares the same owner as STAPLES Center and at least a portion of the Proposed Project, it is within reason to believe that events at the adjacent properties could take advantage of the fireworks allowed on the Proposed Project site, since by their nature, fireworks are meant to light up the sky, and be seen from a slight distance. This impact must be analyzed and mitigated.

<sup>38</sup> Available at <http://www.dtsc.ca.gov/HazardousWaste/Perchlorate/>.

### **Response to Comment No. 16-37**

Perchlorate has been used extensively in rocket propellants and display fireworks as an oxidizer. Perchlorates burn steadily, producing bright rich colored flames and producing various special effects. Most of the perchlorate is used up during the burn, but some will remain in the aerial fragments that fall to the ground. During the pyrotechnic firing, available perchlorate will also be present in duds and misfires. Free perchlorate could leach into the ground from uncollected aerial fragments, and from uncollected water from dousing duds and misfires. While the U.S. Environmental Protection Agency (EPA) does not currently regulate perchlorate in the environment, the EPA has issued an interim advisory of 15 micrograms per liter of perchlorate in groundwater as a maximum concentration and is currently evaluating perchlorate for potential regulation. In California, the maximum contaminant concentration for perchlorate has been set at 6 micrograms per liter.

Regulations for the presence and display of fireworks in California are found in the California Code of Regulations (CCR) Title 19 Public Safety, Division 1, Chapter 6 Fireworks (Title 19) and in CCR Title 22, Division 4.5, Chapter 33 Best Management Practices of Perchlorate Materials (Title 22). Whereas Title 19 regulates the use of fireworks in a safe manner, Title 22 provides for the protection of the public and environment. Fireworks would be displayed in accordance with these relevant regulations.

The presence of perchlorate in groundwater at the Project Site and in the vicinity has not been reported at, or above, the maximum contaminant concentration of the EPA advisory. In addition, as described in Section IV.H.2, Water Resources—Groundwater, of the Draft EIR, there are no groundwater or public drinking production wells within a 1-mile radius of the Project Site. There are also no spreading grounds within 1-mile of the Project Site. Notwithstanding, the Proposed Project would comply with the above regulations that are relevant to the firework displays proposed as part of the Project. As such, the potential limited use of fireworks as part of the Proposed Project is not anticipated to result in significant impacts.

In addition, note that the number of annual fireworks shows proposed has been reduced from the 35 firework shows evaluated in the Draft EIR to 15 fireworks displays. Isolated uses of firework devices during events would also occur. Refer to Project Design Feature D.2-20 of Subsection IV.D of Section II, Corrections and Additions, of this Final EIR regarding the reduction in the number of annual fireworks shows.

Regarding the comment about STAPLES Center taking advantage of firework displays at the Event Center, note that the STAPLES Center arena is enclosed. Thus, no exterior fireworks displays within the Event Center would be visible within the Arena.

### **Comment No. 16-38**

#### **F. Housing**

##### *1. Impacts*

##### **a. The DEIR Utilizes Incomplete Data to Analyze Impacts on Housing and Population**

CEQA requires assessment of environmental effects if a project “will cause substantial adverse effects on human beings.” The CEQA Guidelines also require assessment of a project’s impact on population and housing. CEQA specifically considers housing loss, new housing construction and the displacement of people as potential adverse environmental impacts requiring analysis. (CEQA Guidelines, Appendix G, Environmental

Checklist Form.) EIRs must consider the economic and social effects of a project when “the forecasted economic or social effects of a proposed project directly or indirectly will lead to adverse physical changes in the environment.” (*Bakersfield Citizens for Local Control v. City of Bakersfield* (1994) 124 Cal. App. 4th 1184, 1205 (*citing Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1019 (*Friends of Davis*); *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 445-446 (*Mt. Shasta*)).) Where this occurs, CEQA “requires disclosure and analysis of these resulting physical impacts.” (*Id.*) In fact, despite ample support in the Preliminary HIA for the Proposed Project demonstrating the Project’s likely impacts on population and housing, the DEIR does not even contain a section analyzing impacts on population or housing.

Under SB 292, the Project must:

“Achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases ... from private automobile trips to the stadium... [and] Achieve and maintain a trip ratio that is no more than 90 percent of the trip ratio at any other stadium serving a team in the National Football League.”

(Pub. Res. Code § 21168.6.5.) Specifically, the Legislature requires the lead agency to “place the highest priority on feasible measures that will reduce greenhouse gas emissions on the stadium site and *in the neighboring communities of the stadium*.” (*Id.* [emphasis supplied].) By failing to analyze and mitigate the impacts on population and housing, the DEIR fails to meet its statutory obligation to identify and adopt feasible measures to reduce greenhouse emissions in the neighboring communities. Furthermore, as mentioned earlier in this letter, the DEIR contains a significantly inaccurate description of the Project boundaries. The Project’s impact on housing and population cannot be adequately analyzed without a correct and complete Project description.

### **Response to Comment No. 16-38**

Please refer to Response to Comment No. 14-8, for additional information regarding how the HIA does not provide data to support any causal link that housing affordability levels near the Project site are due to redevelopment in this area or are even different from citywide levels. In addition, please refer to Response to Comment Nos. 14-2, 14-9, and 14-20 for additional discussion regarding the preliminary Health Impact Assessment referenced in the comment and how the Draft EIR complies with CEQA with respect to disclosure regarding potential economic or social impacts.

**Comment No. 16-39**b. The DEIR Fails to Analyze the City of Los Angeles' Housing Element

The Housing Element of the City's General Plan states that 47% of all new housing in the City should be affordable. (Table 1.27 *City of Los Angeles Regional Housing Needs Assessment Allocation (2006-2014)*.) The City Housing Element (the local housing plan) forecasts a need for over 40,000 affordable units by 2014—in 2010 the City reported it had only issued permits for a little over 4,300 of those units. (Los Angeles Department of City Planning, *Housing Element of the General Plan 2006-2014 (Adopted January 14, 2009)*, 1-53; City of Los Angeles, *2010 Housing Element Annual Progress Report*, available by request from the California Department of Housing and Community Development or from the City of Los Angeles.) The stadium was not contemplated during the last Housing Element period, and the project will bring in more than 10,000 new low wage jobs. The DEIR anticipates most of the jobs produced by the Project will be filled by current area residents, but fails to provide facts or analysis to support this statement. (DEIR, Appendix B, p. IV.61.) The influx of 10,000 new jobs to the area will result in significant population growth, and it is questionable whether area residents could absorb all the jobs created during the life of the Project. As a result, the Project will likely lead to population growth of low wage earners in need of lower cost housing; adding to the already existing need for low income housing in the City. (DEIR, Appendix H, pp. II-2 – II-3.) As a result, the DEIR must analyze this impact.

**Response to Comment No. 16-39**

Please refer to Response to Comment No. 12-17 for a discussion regarding why the Proposed Project is not anticipated to induce substantial population growth near the Project Site through an influx of new residents seeking employment opportunities created by the Proposed Project. Accordingly, because the Initial Study concluded that the Proposed Project would not result in significant impacts to population or housing, including in particular impacts caused by displacement, the Draft EIR was not required to analyze the types of potential economic or social economic impacts associated with such displacement. Additionally, please refer to Response to Comment No. 14-8 for information regarding how there is no causal link that housing affordability levels near the Project site are due to redevelopment in this area or are even different from citywide levels.

**Comment No. 16-40****c. The DEIR Fails to Analyze the Community Plans of Project Adjacent Communities**

The Project is located within the boundaries of the Central City Community Plan area; the Los Angeles General Plan adopted the existing plan for this area in 2003 and its update is currently on hold.<sup>39</sup> Westlake, South Los Angeles, and Southeast Los Angeles are adjacent to the Project site. The table, below, shows the similarity in demographics shared by the Project-relevant communities. (Beth Steckler & Adam Garcia, *Affordability Matters: A look at Housing Construction & Affordability in Los Angeles*, 8-10, 13 (2008).)<sup>40</sup> Each community possesses: low annual median incomes; a high percentage of renters; and a high percentage of overcrowded households. (*Id.*)

<sup>39</sup> Available at <http://cityplanning.lacity.org/>.

<sup>40</sup> Available at <http://www.livableplaces.org/#am>.

<b>Community Plan Area</b>	Westlake	Central City	South Los Angeles	Southeast Los Angeles
<b>Median Annual Income</b>	18,630	14,054	23,372	22,163
<b>% of Renters</b>	88	82	62	61
<b>% of Severely Crowded Households</b>	44% (15,800 homes)	25-30% (1,250 homes)	25-30% (18,915 homes)	34% (22,612 homes)
<b>Households Paying Half or More of Monthly Income for Rent</b>	6,806	2,019	15,016	11,650

The Central City Community Plan identifies the following issues associated with housing and population in the area: (1) create a significant increase in housing for all incomes; and (2) lack of affordable housing for workers in the industrial sector; thus, aggravating the jobs-housing imbalance.<sup>41</sup> The Westlake community plan, adopted in 1997, identifies: (1) cumulative effects of development exceeding infrastructure capacity; (2) need for more affordable housing; and (3) displacement of residents by gentrification or demolition of housing units.<sup>42</sup> The South Los Angeles community plan, adopted in 2001, and the Southeast Los Angeles community plan, adopted in 2001, identify: (1) overcrowding of the housing stock, both in single-family and multi-family areas; and (2) availability of sensitively designed and affordable single-and multifamily housing units. Each community plan identifies: affordable housing availability, displacement, overcrowding, mixed income housing, and locating affordable housing near public transit/pedestrian access as issues affecting the community plan areas. (*Id.*) The DEIR must analyze these community plans in conjunction with Project impacts.

<sup>41</sup> Available at <http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF>.

<sup>42</sup> Available at <http://cityplanning.lacity.org/complan/pdf/wlkcptxt.pdf>.

In addition, the DEIR analyzes only one residential neighborhood that will be impacted by the Project: Pico-Union (located in the Westlake community plan area). The DEIR fails to analyze other residential neighborhoods abutting the Project site that would experience the most impacts. These neighborhoods include Downtown, Westlake, University Park, and Historic South Central.<sup>43</sup> Portions of each of these neighborhoods are within a 1-mile radius of the Project boundaries and should be analyzed due to their close proximity to the Project. (*Id.*)

<sup>43</sup> Available at <http://projects.latimes.com/mapping-la/neighborhoods/>.

The DEIR does not adequately address any of the issues listed above as affecting the community plan areas. It fails to recognize the link between housing and population to environmental impacts, including greenhouse gas emissions. Thus, the DEIR should review all of the relevant community plans to ensure conformance with the goals and policies adopted by the City. The DEIR's omission of the relevant community plan analyses is inadequate under CEQA. (*San Joaquin Raptor, supra*, 149 Cal.App.4th 645.) At a minimum, the DEIR should analyze each relevant community plan area and neighborhood bordering the Project that will experience project impacts.

### **Response to Comment No. 16-40**

Section IV.A, Land Use, of the Draft EIR, concludes that the Proposed Project would result in impacts that are less than significant with regard to compatibility with the surrounding communities. In addition, the EIR provides an adequate analysis of the Proposed Project's direct and indirect impacts, including, but not limited to, potential impacts with regard to housing, population, and greenhouse gas emissions. Refer to Section XIII of the Initial Study, provided as Appendix B to the Draft EIR, for the analysis of population and housing and to Section IV.F.2, Air Quality—Climate Change, of the Draft EIR, regarding greenhouse gas emissions.

The Proposed Project consists of the development of an event center and modernization of the existing Los Angeles Convention Center. As such, the Proposed Project does not include housing. Therefore, the policies cited in the comment that relate to housing are not applicable to the Proposed Project. Further, Section IV.A, Land Use, of the Draft EIR (commencing on page IV.A-27) concludes that the Proposed Project is consistent with SCAG's employment forecasts, which takes into consideration General Plan projections provided by the City of Los Angeles. It is anticipated that due to unemployment and underemployment levels throughout the City as well as the type of jobs

that would be provided at the Project Site, these jobs would be filled by existing residents, and thus would not have a substantive adverse effect on the area's jobs/housing balance.

The Draft EIR analyzed the Project's potential impact on utility (Water, Sewer, Electricity, and Natural Gas) infrastructure. See Section IV.K.1, Utilities—Water; Section IV.K.2, Utilities—Wastewater; Section IV.K.4, Utilities—Electricity; and Section IV.K.5, Utilities—Natural Gas. The Draft EIR concluded that with the incorporation of project design features and mitigation measures the Project's impacts would be less than significant with regard to these utilities. Section IV.K.3, Utilities—Solid Waste, of the Draft EIR analyzed solid waste issues and concluded that the Project's potential impacts related to construction solid waste would be less than significant with the incorporation of the project design features. However, due to the uncertainty of future capacity of landfills outside of the City (the City does not have operating landfills within the City), the Draft EIR conservatively assumes that the Project's impacts related to solid waste during operations, that affect virtually every major project in the area, would remain significant and unavoidable after incorporation of the project design features. With regard to transportation infrastructure, with the implementation of the project design features and mitigation measures, impacts are reduced to the extent feasible but remain significant and unavoidable. Adequate supplies and capacity exist regarding cumulative water supplies and regional wastewater treatment. Cumulative impacts regarding infrastructure (water, wastewater, and drainage) conveyance systems would be less than significant via compliance with regulatory requirements. Refer to Sections IV.K.1, Utilities—Water; IV.K.2, Utilities—Wastewater; and IV.H.1, Water Resources—Hydrology, of the Draft EIR. In addition, Sections IV.K.4, Utilities—Energy, and IV.K.5, Utilities—Electricity, of the Draft EIR also conclude that cumulative impacts with regard to electricity and natural gas would not be cumulatively considerable and thus would be less than significant.

The Proposed Project is located only in the Central City Community Plan area. It is not located within the Westlake Community Plan area or the Southeast Los Angeles Community Plan. The Objectives and Policies of the Westlake and Southeast Los Angeles Community Plans apply only to properties and projects located within these Community Plan areas. Therefore, the Proposed Project is not subject to the provisions of the Westlake and Southeast Los Angeles Community Plans, and a discussion of the provisions of these Community Plans is not required, nor would it be relevant. However, Section IV.A, Land Use, of the Draft EIR includes a discussion of the Proposed Project's consistency with applicable Citywide plans and policies.

A number of the Draft EIR's sections, including Land Use, Transportation, Parking, Artificial Light, Noise, and Air Quality, included analyses of potential impacts on Pico Union. Because of this neighborhood's close proximity to the Project Site and concentration of sensitive receptors, it was determined that this neighborhood would be more likely to be

adversely impacted by Proposed Project construction and operation than other areas in the vicinity of the Project Site. Therefore, the Draft EIR's analyses focused as appropriate on this neighborhood in order to disclose and, to the extent feasible, mitigate the Proposed Project's significant impacts.

**Comment No. 16-41**

d. The DEIR Fails to Analyze Project Impacts on the City's Fair Housing Obligations

In order to continue receiving federal Community Development Block Grant (CDBG) funds, the City has certified that it "actively furthers fair housing choice" and its goal is to eliminate housing discrimination and to make housing choice a reality. (City of Los Angeles Analysis of Impediments to Fair Housing Choice, City of Los Angeles, November 2005.)

"Many of the City's fair housing issues, particularly those faced by renters, stem from a lack of affordable housing choice for lower income households. The shortage of affordable housing is not a fair housing concern in itself; however this situation created a market condition that is conducive to discriminatory practices. With an abundance of willing takers and short housing supply, landlords are more likely to discriminate and screen out 'undesirable' tenants."

(*Id.* E-7, 7-6.) The City must continue to affirmatively further its fair housing obligations and remove barriers to fair housing choice in order to remain eligible for the receipt of critical federal housing funds. The City's goal is to create a City where there are equal housing opportunities for all without discrimination, and to encourage the provision of citywide housing opportunities for people of all ethnic groups, ages, special needs, and income groups to reduce discriminatory practices in housing. (*Id.* 5-6.)

To the extent that the Project disproportionately impacts a particular group that is protected by fair housing laws, fair housing concerns are called into question. (*Id.* 3-32.) The reach of the Project into the communities of Pico-Union, Westlake, Downtown, Historic South Central, and University Park raises the specter of fair housing concerns for the minority populations residing in these areas (see chart below): these are not invisible communities, and the DEIR fails to provide a complete analysis of the relevant fair housing Project impacts.

### Neighborhood Ethnicity Demographics<sup>44</sup>

	Latino	Black	Asian	White	Other
<b>Pico-Union</b>	46.1%	8.2%	16.2%	26.4%	3.1%
<b>Westlake</b>	73.4%	3.9%	16.5%	4.5%	1.7%
<b>Downtown</b>	36.7%	22.3%	21.3%	16.2%	3.5%
<b>University Park</b>	47.7%	7.0%	16.1%	25.5%	3.8%
<b>Historic South Central</b>	87.2%	10.1%	1.0%	1.2%	0.6%

<sup>44</sup> See <http://projects.latimes.com/mapping-la/neighborhoods/>.

The City has an obligation to protect minority residents of these communities under fair housing, anti-discrimination mandates. By failing to analyze the potentially significant Project impacts on the availability of, and access to, housing for these vulnerable communities on the City's ability to meet its own statutory obligations, the DEIR analysis is flawed.

#### **Response to Comment No. 16-41**

Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Proposed Project.

#### **Comment No. 16-42**

- e. The DEIR Provides an Inadequate Analysis of Pico-Union's Housing and Population

According to the Growth Inducing Impacts section of the DEIR, Pico-Union is comprised of a large concentration of low and very low-income households. (DEIR, Other CEQA Considerations, p. VI-25.) Specifically, the DEIR concedes "over 30 percent of all community households [report] an annual income of less than \$15,000," while an additional 20 percent report "household incomes less than \$25,000." (DEIR, Other CEQA Considerations, p. VI-25.) According to its annual income limits, HUD categorizes 50 percent of Pico-Union residents as Extremely Low Income.<sup>45</sup> According to the Los Angeles Homeless Services Authority (LAHSA), the Project is located in Service Planning Area (SPA) 4 and has the highest number, at 11,571, of homeless people.<sup>46</sup> SPA 6, just to the south, has the second highest rate of homelessness, at 8,735. (*Ibid.*) Skid Row, a 50-square block area within 2.5 miles of the stadium, has the densest spatial concentration of homelessness, with 4,316 homeless persons. (*Ibid.*)

<sup>45</sup> *Housing and Urban Development FY 2012 Annual Income Limits*, <http://www.huduser.org/portal/datasets/il/il2012/2012summary.odn>.

<sup>46</sup> Available at [http://www.lahsa.org/homelessness\\_data/reports.asp](http://www.lahsa.org/homelessness_data/reports.asp).

The vast majority of Pico-Union residents are renters, with just over 90 percent of the housing stock occupied by renters. (DEIR, Other CEQA Considerations, p. VI-24.) The median Pico-Union rent reported for 2010 by the ACS was just under \$630 per month, compared to the Los Angeles county median of \$970. (DEIR, Other CEQA Considerations, p. VI-26.) In the Economic Roundtable’s “Rental Housing 2011,” it found that 61 percent of Los Angeles renters are rent burdened (paying over 30 percent of their income for rent) or severely rent burdened (paying half or more of their income for rent). (Rental Housing 2011: The State of Rental Housing in the City of Los Angeles, p. 3.)<sup>47</sup> The majority of Pico-Union residents fall into these rent burden categories.

<sup>47</sup> Available at <http://www.economicrt.org/>.

The DEIR also fails to adequately analyze the relevant population and housing demographics of the surrounding communities pre-/post- the Staples Center and LA Live developments. In its discussion of Pico-Union from 1996-2002, it concludes Staples Center and LA Live have not been “transformative to the structure of the housing market or available housing stock in Pico-Union;” but provides no examination of the: (1) number of affordable housing units; (2) average cost of rent; (3) low income and very low income resident displacement; (4) condominium conversions and demolitions, and (5) overcrowding, to name a few. (DEIR App. H, VI-6). The chart below is an example of information missing from the analysis of the Project’s impacts:

	Pre-Staples Center	Post-Staples center	Pre-LA Live	Post-LA Live
Affordable housing units				
Average rent				
Resident Displacement for annual household incomes less than \$25,000 (in given zip code)				
Condominium conversions/demolitions				
Overcrowding				
Percentage of rent-burdened residents				

The DEIR admits, on average, the seven stadium-adjacent communities examined for comparative purposes to the Project experienced a 5 percent increase in community

housing values. (DEIR, Other CEQA Considerations, p. VI-27.) It also admits, “the majority of [Pico-Union] households... do not have the incomes to support housing values” in the area. (DEIR, Appendix H, p. VI-3). It further states, “Rental values in a real estate market closely track sales values and represent a proxy indicator of the overall affordability of housing in the community.” (*Id.*) It fails to analyze the impact increased rents would have on current residents.

As well, the DEIR’s cursory mention of housing does not adequately analyze the impact of the Project on property values. Specifically, the DEIR does not accurately measure the projected rise in property values and the consequent effect of increased rents, nor does it account for the Project’s lack of integration in neighboring communities (i.e. transportation planning) such as Pico-Union, South Los Angeles, and beyond. (See Xia Feng and Sean Humphries, *Assessing the Economic Impact of Sports Facilities on Residential Property Values: a Spatial Hedonic Approach*, International Association of Sports Economics, (August 2008) [Article demonstrates the need for an analytical spatial hedonic framework and the consideration of integration into the surrounding community, including traffic and effect on nearby businesses, in order to accurately assess the impact of a professional sports facility on housing prices.].)<sup>48</sup> In this case, high rents coupled with low-income residents leads to displacement and overcrowding. (See e.g. Preliminary HIA for the Proposed Project, *supra*, p. 57 [“If the proposed Farmers Field stadium development moves forward without including mitigations, displacement will increase, housing affordability will decrease, and poverty will increase among groups of local residents.”].)

<sup>48</sup> Available at [http://college.holycross.edu/RePEc/spe/FengHumphreys\\_PropertyValues.pdf](http://college.holycross.edu/RePEc/spe/FengHumphreys_PropertyValues.pdf).

### **Response to Comment No. 16-42**

The Initial Study concluded that impacts to population and housing would be less than significant. Nevertheless, although not required by CEQA, for informational purposes Appendix H to the Draft EIR contains a thorough analysis of population and housing demographics in the Pico Union area, including data regarding both current housing affordability levels and those dating back to 1996. As part of that analysis, Appendix H includes a comparison of housing affordability levels in the area before and after the development of Staples Center. Notwithstanding the inclusion of this data, the Draft EIR is not required under CEQA to provide the comparative analysis requested by Commenter. The Project neither proposes housing nor the elimination of any housing. The analysis contained in Appendix H regarding the potential of the Project to have indirect impacts on housing affordability in the surrounding community satisfies the level of detail and analysis required by CEQA Guidelines Section 15151.

Commenter misconstrues the conclusions in the Draft EIR regarding the Project’s potential to impact housing affordability in the Pico Union area. As stated in the MR&E

report included at Appendix H to the Draft EIR, there is “insufficient evidence to support the conclusion that the development of the Event Center in the neighborhood adjacent to Pico-Union would bring about large-scale increases in housing costs that would have the effect of undermining housing affordability in the community.” Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding why the HIA does not present evidence that the Project would result in a significant impact due to housing displacement or affordability levels of residential housing in the vicinity of the Project.

### **Comment No. 16-43**

#### **f. The DEIR Fails to Adequately Analyze the Job-Housing Balance and Fit**

In addressing air quality and traffic impacts, the South Coast Air Quality Management District (SCAQMD) encourages a jobs/housing balance, stating in its guidance documents:

“Residents in urban areas in the South Coast basin have become increasingly concerned with increased traffic congestion and the failure of the region to achieve state and federal clean air standards. The concept of ‘jobs/housing balance’ is based on the premise that the number of vehicle trips and vehicle miles traveled (VMT) can be reduced when sufficient jobs are available locally to balance the employment demands of the community, and when commercial services are convenient to residential areas.... The AQMD and the SCAG [Southern California Association of Governments] both embrace jobs/housing balance as a viable tool available to local governments to reduce air pollution.”

(SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 2005), Chapter 2 - Air Quality Issues Regulating Land Use, pp. 2-13.)<sup>49</sup>

<sup>49</sup> Available at <http://www.aqmd.gov/prdas/aqguide/index.html>.

In the DEIR discussion of the Project’s effects on Pico-Union, hiring initiatives, employment opportunities, and expanded community enhancement programs are “anticipated to be implemented,” however, the DEIR does not unequivocally state the programs will be implemented or what the timing and reach of them would be. (DEIR App. H, p. VI-27.) It also fails to provide enough information about the programs to analyze their environmental impact or feasibility. The DEIR concludes similar programs/initiatives at Staples Center and L.A. LIVE had a positive stabilizing effect on the local community through the creation of over 5,000 new, quality, living wage job opportunities, but fails to provide data illustrating

how many Pico-Union residents are, in fact, employed in the jobs created. This conclusion is unsupported by any facts or analysis, in violation of CEQA. (*Ass'n of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1390 (*County of Madera*) ["The EIR must contain facts and analysis, not just the bare conclusions of the agency."].)

The leading employment industries for residents of Pico-Union are manufacturing, construction, and miscellaneous services. (DEIR, p. VI-25). The largest major group for employment in the community is retail trade. (*Id.*) Most Pico-Union residents have less than a high school diploma: only 6.7 percent of residents 25 and older possess a four-year degree, which is low for the city of Los Angeles and low for the county.<sup>50</sup> On the one hand, the DEIR states the Project will directly support 10,785 full time equivalent (FTE) jobs during construction and 1,897 FTE jobs during operations. (DEIR, App. H, pp. II-2 – II-3.) On the other hand, it does not examine the effect this job creation will have on the housing and population of the communities surrounding the Project or whether area residents could absorb the jobs, thereby failing to adequately analyze the impacts on the jobs-housing balance and fit in the surrounding communities.

<sup>50</sup> Available at <http://projects.latimes.com/mapping-la/neighborhoods/neighborhood/pico-union/>.

The DEIR fails to include any description or analysis of the *types* of jobs generated by the Project and whether these are the types of jobs that would serve existing residents in Pico-Union. Rather, the DEIR's analysis is limited to statements that: the Project will add approximately 12,682 jobs to the area over its lifetime, and it is assumed local residents will fill the jobs. (See DEIR, pp. VI-23 – VI-27.) Once again, the DEIR offers a conclusion unsupported by facts or analysis, in violation of CEQA. (*County of Madera, supra*, 107 Cal.App.4th at p. 1390.)

As discussed earlier in this letter, SB 292 specifically requires the Project to minimize traffic congestion and air quality impacts that may result from private automobile trips to the stadium through the implementation of measures that will do both of the following: (1) achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases, as defined in subdivision (g) of Section 38505 of the Health and Safety Code, from private automobile trips to the stadium; and (2) achieve and maintain a trip ratio that is no more than 90 percent of the trip ratio at any other stadium serving a team in the NFL.

By failing to analyze and mitigate the impacts of a jobs-housing imbalance, and with no concrete evidence to demonstrate that the employees will be local to the area or able to access public transit, walk, or bike, to get to work, the Project fails to support its claim of carbon neutrality. In fact, for the reasons described above, the Stadium is likely to fail to achieve the projected non-auto mode share, leading to a violation of the Project's

commitment to maintain the lowest number of automobile trips per patron of an NFL stadium, as well as to be carbon-neutral.

### **Response to Comment No. 16-43**

Appendix C of this Final EIR (Response to Social and Economic Impact Comments, prepared by MR&E) includes additional information regarding the types of jobs broken down by occupational categories anticipated to be generated by the Project during the construction and operations period and an analysis of the Pico Union labor force and distribution of works employed in those occupational categories. Based on that analysis, the Response to Social and Economic Impact Comments, prepared by MR&E concludes that “Pico Union has a strong concentration of workers employed in the occupational categories that will be required to construct and operate the Project” and that “it is not reasonable to expect that the area would experience an influx of new residents attracted to the employment opportunities generated by the project.” (Final EIR, Appendix C, page 6.) Please also refer to Response to Comment No. 12-17. The Draft EIR provided information regarding prior local hiring an employment initiatives in the vicinity of the Project solely for informational purposes. The Draft EIR did not rely upon this information in assessing the potential of the Project to result in significant impacts. Please refer to Response to Comment No. 16-34 regarding the Project’s compliance with the carbon neutrality requirements of SB 292. This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 16-44**

#### **g. The DEIR Fails to Adequately Analyze Impacts on Displacement and Overcrowding**

The DEIR fails to adequately analyze the Proposed Project’s impacts on affordable housing, overcrowding, and existing residents adjacent to the Project. The DEIR does not acknowledge the lack of affordable rental housing in the City of Los Angeles, as well as its existing low vacancy rates in the surrounding neighborhoods. The combination of rent burden (see discussion above), low-income residents, and low vacancy rates all contribute to overcrowding. As of August 2011, the city-wide vacancy rate was 4.5 percent, indicating a tight housing market and scarcity of available housing for renters. (Rental Housing 2011: The State of Rental Housing in the City of Los Angeles, pp. 4-5.)<sup>51</sup> In fact, the area surrounding the Project lies in “Intown” Los Angeles, which has the second lowest vacancy rate of all of the submarkets in Los Angeles. (Preliminary HIA on the Proposed Project, *supra*, p. 41.) In 2010, 20 percent of renter-occupied units in Los Angeles were overcrowded. (Rental Housing 2011: The State of Rental Housing in the City of Los Angeles, p. 4.)<sup>52</sup> and the proportion of severe overcrowding in owner-occupied units in the

Project area was 5 times greater than in the City of Los Angeles; in renter-occupied units the proportion was twice that of the City of Los Angeles overall. (Preliminary HIA on the Proposed Project, *supra*, p. 41(citing 2006-2010 American Community Survey of the U.S. Census).)

<sup>51</sup> Available at <http://www.economicrt.org>.

<sup>52</sup> Available at <http://www.economicrt.org>.

The DEIR states, “[m]any of the residents of Pico-Union depend on the availability of affordably priced rental units to remain in the community.” (DEIR, Other CEQA Considerations, p. VI-24.) The DEIR also acknowledges that according to its Housing Element, the City of Los Angeles has a recognized affordable housing need of 27,238 units of very low-income housing and 17,495 units of low-income housing for the period of 2006-2014. (DEIR, p. 13-12.) Further, the City has recognized a need for nearly half of the 27,238 very low-income housing units to be allocated to Extremely Low-income households. (Table 1.27 City of Los Angeles Regional Housing Needs Assessment Allocation (2006-2014).)

Public Counsel’s 2012 report on transit-oriented design states,

“The City Housing Element forecasts a need for over 40,000 affordable units by 2014-in 2010 the City reported it had only issued permits for a little over 4,300 of those units. On any given night in Los Angeles County, over 51,000 people are homeless... Los Angeles communities have already experienced higher rents associated with smart growth strategies. One report discusses gentrification and the risk of displacement in ethnic enclaves in Los Angeles-stating that existing city growth strategies have catered to the city’s higher income working professionals. The report found that low-income renters and families with children and seniors with limited incomes were most vulnerable to displacement. Meanwhile, smart growth measures like the adaptive reuse ordinance in Los Angeles have produced mostly homes affordable to families making over \$90,000 per year.”<sup>53</sup>

<sup>53</sup> Available at [http://www.publiccounsel.org/tools/publications/files/TOD\\_Advocates\\_Guide.pdf](http://www.publiccounsel.org/tools/publications/files/TOD_Advocates_Guide.pdf).

Following the construction of LA Live, two affordable buildings in the South Park neighborhood, located at 916 James M. Wood and 845 Olympic Boulevard, were demolished in order to build parking lots, causing a total loss of 76 affordable units. As noted above, the income level of Pico-Union residents is well below the threshold of affordability. For the area residents who are renters, already using a substantial portion of their income on housing costs, living near a stadium means they will likely be displaced as

a direct or indirect result. (Preliminary HIA on the Proposed Project, *supra*, p. 19.) Therefore, the failure to include any analysis of how the Project addresses the need for affordable housing is notable.

The DEIR also fails to provide any current data on overcrowded housing conditions in the communities surrounding the Project and the impact of the Project on such conditions, especially when combined with the influx of jobs created by the Project. Overcrowding is an impact tied to displacement. As demonstrated in the Preliminary HIA on the Proposed Project, the surrounding communities do not have an established affordable housing program and/or are already built out; thus, adding jobs and, as a result, population will result in even more severe overcrowded housing conditions and/or displacement. With over one-third of LA's eviction cases emanating from South LA, the risks of displacement caused by increased housing prices are not only real, they must be considered and analyzed in the context of the development of a massive project like this stadium into the neighborhood. Despite ample evidence in the HIA related to overcrowding, need for affordable housing, and gentrification and displacement likely to be caused by the Project, the DEIR fails to acknowledge or analyze the impacts of the Project on population and housing and related environmental health in the area occurring because residents priced out of their community are either forced to move out of the area (displacement) or must live in overcrowded conditions.

The lack of affordable housing analysis (including analysis regarding the number of rent stabilized units available and their longevity) and policies to address affordable housing in the DEIR mask the Project's significant impact on continued and aggravated overcrowding. Overcrowding is regarded by CEQA to be a significant environmental effect and should be analyzed. "[I]f a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect." (CEQA Guidelines § 15064, subd. (c)). The DEIR should be revised so that it sufficiently addresses current overcrowding, the Project's impact on overcrowding, and mitigation of overcrowding.

#### **Response to Comment No. 16-44**

Please refer to Response to Comment No. 12-17, for a discussion regarding why the Proposed Project is not anticipated to induce substantial population growth near the Project Site through an influx of new residents seeking employment opportunities created by the Proposed Project. The Project, therefore, would not result in overcrowding. It is noted, however, that the citation to CEQA Guidelines Section 15064(c) referenced by Commenter refers to overcrowding of a public facility and so, in any case, is not relevant to Commenter's assertions that the Project would result in overcrowding in private housing. Please also refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22, for

additional information regarding why the Health Impact Assessment submitted by Human Impact Partners does not present evidence that the Project would result in a significant impact due to housing displacement or affordability levels of residential housing in the vicinity of the Project..

### **Comment No. 16-45**

#### **h. The DEIR Fails to Adequately Analyze the Connection between Population and Housing and Transportation Policy**

The transportation sector is responsible for nearly 40% of GHG emissions in California – the most of any sector. Under SB 375 and AB 32, a City must connect its transportation and transit policies to its land use patterns. Reducing Vehicle Miles Traveled (VMT) is one of the primary ways a city can reduce GHG emissions, especially in transit rich areas such as the Project Area and its surrounding areas. Increased public transportation use, as well as increased bicycle and pedestrian activity is essential to meeting the City’s and SB 292’s goals for GHG reductions. As previously explained in the transportation section of this letter, over two-thirds of MTA riders come from households living on less than \$26,000 per year. (Los Angeles County Metropolitan Transportation Authority, *Spring 2010 Metro Bus Customer Satisfaction Survey Results*.) These riders need continued and increased access to affordable housing in transit-rich areas such as the Project area and surrounding neighborhoods of Historic South Central, Westlake, University Park, and Pico-Union. Affordable housing near transit not only helps to maintain and increase transit use by placing core transit riders in proximity to transit, but also prevents a decrease in transit ridership caused by displacement of core transit riders to the outer suburbs where housing is more affordable. In its recommendations for implementing SB 375, the Air Resources Board multi-stakeholder advisory committee said:

The affordability of housing and transportation and access to employment play a critical role in determining where Californians live, how much they travel, and therefore directly affect the level of greenhouse gas reduction<sup>54</sup>.

<sup>54</sup> See also, *Barbara Lee*, Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures 155-158, 176-178 (CAPCOA, Aug. 2010), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf> (analyzing the use of deed-restricted affordable housing as mitigation strategies to reduce VMT and GHG emissions).

By connecting parking and land use policy to affordable housing, the City will be able to incentivize affordable housing projects, retain low income residents who are more likely to use transit, and at the same time combat an overabundance of parking in the adjacent downtown area. (See *generally* Pollack, S., Bluestone, B., Billingham, C. (2010)

Maintaining Diversity in America's Transit- Rich Neighborhoods: Tools for Equitable Neighborhood Change. Dukakis Center for Urban and Regional Policy (Dukakis/Pollack.) Therefore, measures to address displacement and opportunities for existing low income residents who currently use transit and live in the Project area must be considered an air pollution and traffic mitigation measure which would help the Project meet its environmental goals as stated in SB 292. Without the analysis of these measures, the DEIR fails to demonstrate that it will achieve the required emissions reductions.

### **Response to Comment No. 16-45**

There will be no residential displacement from the development of the Proposed Project. Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project. No measures to address displacement are necessary.

### **Comment No. 16-46**

- i. The DEIR Fails to Adequately Analyze the Cumulative Impacts on Housing and Population of the Project together with other Projects Causing Related Impacts

“One of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant, assuming threatening dimensions only when considered in light of the other sources with which they interact.” (*Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal. App. 4th 1019, 1025). Thus, cumulative impacts should be analyzed in order to assess adverse environmental change “as a whole greater than the sum of its parts.” (*Environmental Protection Information Center v. Johnson* (1985) 170 Cal. App. 3d 604, 625).

“Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” (CEQA Guidelines § 15355). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects.” (*Id.* § 15355, subd. (a)). “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” (*Id.* § 15355, subd. (b).) By failing to adequately analyze population and housing, the DEIR does not address the potential cumulative impacts of other closely related

projects. Minimally, the DEIR should analyze the cumulative impacts of any project that would affect affordable housing or increase population.

Two issues must be considered in a cumulative impacts analysis. First, it must be determined whether the proposed project, combined with effects from other projects, would result in a “cumulatively significant” impact. (*Id.* § 15355.) Second, the analysis should determine whether the proposed project’s *incremental* effect is “cumulatively considerable.” (*Id.*, § 15130, subd. (a).) Thus, an analysis must determine both whether the cumulative impact is significant, as well as whether an individual effect is “cumulatively considerable.”

Even if a proposed project’s individual effects are limited, its incremental effects may still be considered “cumulatively considerable.” (CEQA Guidelines §§ 15064, subd. (h)(l), 15065, subd. (a)(3), 15355, subd. (b).) This means that a determination of less-than-significant impacts at the project level does not in itself excuse an EIR from evaluating cumulative impacts, nor does it serve to demonstrate that the project’s incremental contribution to a significant cumulative impact is less than “cumulatively considerable.”

The DEIR fails to analyze whether significant cumulative impacts will occur to housing and population. Instead, the DEIR concludes: “Cumulative impacts are concluded to be less than significant for [population and housing]... [P]otential significant cumulative impacts related to... population and housing... will not be evaluated and documented in the EIR as the Project’s contribution to these impacts would not be cumulatively significant. (DEIR App. B, p. 73.) For impacts determined to be less than significant at the Project level, the DEIR provides conclusory statements indicating that because no impacts occur at the Project level, none are expected in the cumulative condition. (*Id.*) Such bare conclusions violate CEQA. (Citizens of Goleta Valley, *supra*, 52 Cal.3d at 568-569.)

### **Response to Comment No. 16-46**

The Draft EIR was not required under CEQA to analyze the potential for cumulative population and housing impacts. The Initial Study to the Draft EIR appropriately concluded that cumulative impacts to population and housing would be less than significant since the proposed Project would have no contributory impact to population or housing. The Project does not propose any housing and does not remove any existing housing units. In addition, the residential development included in the related projects would assist in meeting the forecasts for housing growth set forth in the City’s General Plan Housing Element (Housing Element). Specifically, the City’s 2006–2014 Housing Element, forecasts that the City needs to add 112,876 new units by 2014, or an average of approximately 12,542 housing units per year over the 2006–2014 period. In comparison, a total of 16,171 housing units have been added to the City’s housing supply between 2006 and 2009, the most recent information published by the City, which is 37,625 housing units

less, or 32 percent of the forecasted increase to meet the City's needs as defined by the City's Housing Element. As such, cumulative residential development would help meet the City's Housing Element and Regional Housing Needs Assessment housing forecast goals and would thus have a positive effect with regard to this issue. Therefore, impacts on housing supply attributable to related project development would be less than significant. As the Proposed Project does not include or displace housing, as described above, the Proposed Project's cumulative impacts would be less than significant. This conclusion also reflects consideration of any contribution the Proposed Project may have to a cumulative impact.

Whereas related project development may have the potential to have an adverse impact to housing affordability in the area, Appendix H to the Draft EIR concluded that the Project is not anticipated to impact housing affordability levels in the vicinity of the Project. This conclusion is further supported by the Response to Social and Economic Impact Comments prepared by MR&E, (see Appendix C of this Final EIR), which concluded that the Project would not result in upward pressure on housing prices in the Pico Union area. Please refer to Response to Comment No. 12-17 for more information. As such, the Proposed Project would not cause or contribute to any potential cumulative impact on housing affordability. (Final EIR, Appendix C, page 11.)

In conclusion, no credible evidence has been provided that the Project would result either in a project-specific significant impact to population and housing or an impact that is cumulatively considerable.

### **Comment No. 16-47**

#### **j. The DEIR Fails to Analyze Population and Housing in its Cumulative Impact Analysis**

The absence of a Population and Housing section in the cumulative analysis also fails to meet the basic requirements of the City's CEQA Thresholds Guide.<sup>55</sup> That guidance, at p. J.1-4 to J.1-5, explains that an EIR should:

“Determine the increase in housing units, occupancy and population associated with the related projects in the same manner as described above under Project Impacts. Compare the combined effect of the growth from the project and the related projects to the amount, timing and location of growth forecast for the project site and surrounding area in the adopted. If the area is currently underdeveloped or the project introduces new major infrastructure, also note whether the project or related projects would introduce infrastructure or accelerate development.”

<sup>55</sup> Available at <http://www.ci.la.ca.us/ead/programs/Thresholds/J-Population%20and%20Housing.pdf>

The discussion of population and housing impacts does not even mention cumulative projects, discussing only the growth-inducing impacts of the Project itself. (See DEIR, Other CEQA Considerations, pp. VI-23 – VI-36.)

The DEIR does not provide a cumulative project list relevant to population and housing. In evaluating cumulative impacts, an EIR may use a list approach, a projections approach, or a hybrid of both. “The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence... and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.” (CEQA Guidelines § 15130, subd. (b).) Under the elements of CEQA Guidelines section 15130, subdivisions (a)(1) and (b), the evaluation should be focused upon actions from other projects that are closely related in terms of impact on the resource—not closely related project types.

When using a list approach, an EIR must provide a “list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.” (CEQA Guidelines § 5130, subd. (b)(1)(A).) Because evaluation of cumulative impacts should relate in terms of impact on each resource, the EIR should provide lists of (other) projects that differ with each differently affected resource. The DEIR has made no effort to do this by failing to conduct a cumulative impact analysis of any kind on population and housing.

Reasonable means must be employed to “discover, disclose, and discuss related projects.” (*San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61, 74.) The list in Table 17-1 of the DEIR is underinclusive. Other projects that should be listed, include:

- Projects under construction
- Projects that are approved but not yet constructed
- Projects undergoing environmental review
- Projects for which applications have been received
- Projects included in an adopted capital improvements program, or in an adopted general, regional, transportation or other plan
- Projects anticipated as future phases of previously approved projects

- Any future project where the applicant or public agency has devoted significant time and financial resources to prepare for any regulatory review.

(*San Franciscans for Reasonable Growth, supra*, 51 Cal.App.3d at 74; *Gray v. County of Madera, supra*, 167 Cal.App.4th at 1127-1128.) At a minimum, the DEIR should analyze all projects within a 3-mile radius of the Project. The analysis must provide:

- A definition of the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used; and
- A summary of expected environmental effects to be produced by [related] projects with specific reference to additional information and where that information is available; and a reasonable analysis of cumulative impacts of the relevant projects.

### **Response to Comment No. 16-47**

Please refer to Response to Comment No. 16-46.

### **Comment No. 16-48**

#### *2. Mitigation*

The following are suggested mitigation measures to reduce the Project's impact on population and housing to less than significant. The list is not exhaustive and further exploration of these as well as other measures is encouraged. Beyond mitigating specific impacts, it is imperative the analysis of the Project incorporate affordable housing, job quality, and community-serving policy measures to reduce impacts.

The City must discuss and develop mitigation measures in a process that is open and accessible to the public and, in particular, the affected community. "Fundamentally, the development of mitigation measures, as envisioned by CEQA, is not meant to be a bilateral negotiation between a project proponent and the lead agency after project approval; but rather, an open process that also involves other interested agencies and the public." (*Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 93.) Under the CEQA Guidelines, Section 15126.4 (a)(2), "mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments." Here the City has a duty to correct a flawed environmental analysis and to examine the impact of the Project with regard to gentrification, displacement, and overcrowding, on all the relevant neighborhoods, not simply those communities west of the 110 Freeway.

As part of the enforcement process, the City must adopt a program for mitigation monitoring or reporting to ensure that “feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded.” (*Federation of Hillside and Canyon Assns. v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261.) These mitigation measures, as well as any monitoring and reporting necessarily must focus on the communities and sensitive subgroups which are impacted.

The proposed mitigation measures include the following:

- a. Adopt a “No Net Loss” policy for affordable housing units within a 3-mile radius of the Project.
- b. Create a special parking impact zone within a given radius around the Project site wherein converting sites currently used for housing into parking lots would be prohibited.
- c. Establish a Housing Trust Fund dedicated to the production of new housing affordable for the Extremely Low Income residents in the communities adjacent to the Project.
- d. Provide a mechanism by which the Project can achieve carbon neutrality by supporting the retrofitting of existing housing stock to improve habitability, decrease slum conditions, and improve the ability of homes to be energy efficient in the communities adjacent to the Project.
- e. In addition, the construction of affordable housing in order to support transit ridership by Event Center patrons and workers should be considered as a mitigation measure for the traffic and air quality impacts described previously in this letter. As stated earlier, the DEIR fails to adequately study the Project’s impact on affordable housing and the jobs-housing imbalance that the Project will create. These impacts will lead to increased traffic stemming from the impacts the Project will have on diminishing affordable rental housing, thereby limiting its own workers’ abilities to live near a transit-rich hub or near the Project area. Supporting the construction of nearby affordable housing can serve to mitigate traffic and emissions from the vehicles of workers and patrons coming in and out of the Project.

### **Response to Comment No. 16-48**

CEQA only requires the imposition of mitigation measures to minimize or avoid the significant impacts of a Project. The Initial Study prepared for the Draft EIR concluded that

the Project would not result in significant impacts to population or housing and, therefore, no mitigation is required to be imposed. This comment is noted for the administrative record and will be forwarded to the decision makers for review and consideration.

## **Comment No. 16-49**

### **G. Aesthetics**

#### *1. Impacts*

The Initial Study found that the Proposed Project would have potentially significant impacts on aesthetics. These potentially significant impacts would be: “a substantial adverse effect on a scenic vista”; “[s]ubstantially degrade the existing visual character or quality of the site and its surroundings”, and “[c]reate a new source of substantial light which would adversely affect day or nighttime views in the area.” (See CEQA Guidelines, Appendix G; DEIR, Appendix B.)

#### **a. The DEIR fails to fully consider the impacts of electronic billboards**

News reports<sup>56</sup> have said that the revenue from 41 new electronic billboards (electronic digital displays) on the Convention Center is integral to financing the Project. The EIR should identify those 41 billboards and consider them as part of the Project.<sup>57</sup>

<sup>56</sup> See e.g., [http://la.curbed.com/archives/2011/07/nfl\\_stadium\\_plan\\_includes\\_41\\_billboards\\_for\\_convention\\_center.php](http://la.curbed.com/archives/2011/07/nfl_stadium_plan_includes_41_billboards_for_convention_center.php); and “Financial plan for downtown stadium gets first public airing,” Los Angeles Times, L.A. Now blog, July 27, 2011]

<sup>57</sup> CEQA does not permit chopping a large project into pieces in a manner that submerges environmental concerns. *Laurel Heights Improvement Assn. v. Regents of University of California*, 47 Cal. 3d 376 (1988). Doing so is improper “piecemealing.”

The figure on p. IV.C-20 (Photo 8b) shows two proposed freeway-facing electronic digital display billboards with very little setback from the freeway. (Photo 7b in the figure on the previous page shows several similarly striking signs, although from a distance.)

Receptor Location 5 of the DEIR’s analysis would be strongly affected by Project lighting. Even if, as seems likely, an analysis of interior disruption from changes in color or light levels (as opposed to absolute light levels) were to find that significant impacts would occur in the few residences in the area of Receptor Location 5, such a finding would not paint a full picture of the impact in the broader highly populated area. Absent such a full picture, the EIR could mislead a public agency policymaker into finding that overriding considerations take priority over the impact on residences, because the residences considered are so few.

Figures in Appendix D show outward facing electronic digital display signs that would shine across each freeway from above freeway level. (Re SR-110, see signs EDD.09, EDD.10, EDD.11, EDD.13 and EDD.14, as shown on pp. 14, 15 of App. D. Re I-10, see signs EDD.19 and EDD.20, as shown on p. 16 of App. D). In addition, signs EDD.15, EDD.16, EDD.17 and EDD.18, proposed to be mounted on the highest part of the rounded wall of the Convention Center South Exhibit Hall (shown on pp. 5, 12 of App. D), would cast light across both freeways. These signs would be startling to drivers and passengers, and dramatically change the scenery. Yet the DEIR's modeling analysis of emissions of light uses only two receptor locations that can even begin to address the impacts of exposure to views of and light from any of that digital display signage. The analysis in the EIR should be revised to consider many more locations than just locations 5 and 7 (shown in Figure IV.D.2-1) in assessing visual and light pollution west of Route 110 and south of I-10 by the Project's proposed signage.

In addition, the EIR should not limit its analysis of light pollution to the intensity of light emissions at receptors. The document does not, but should, adequately address the impacts of changing colors, and of startling or moving images. Some degree of content control might be required to prevent images that might be particularly distracting to freeway drivers. In addition, changing colors from electronic digital displays, with or without full animation, would enter residences, essentially changing "wallpaper" appearance and lighting levels, a distracting, aesthetically displeasing and possibly unhealthy effect. The EIR's failure to address these impacts is a major deficiency that must be remedied before the EIR is considered complete.

### **Response to Comment No. 16-49**

The Draft EIR addresses the aesthetic impacts of the Project in Section IV.C, Aesthetics/Visual Resources, and lighting impacts are addressed in Section IV.D.2, Artificial Light and Glare. As described and evaluated within those sections, the Project includes a signage program that would allow a variety of sign types, including (among other types) electronic or digital displays. All proposed signage was taken into account within the aesthetic and lighting analyses within the Draft EIR. However, the statement that 41 new electronic billboards are proposed as part of the Project is out of date. Subsequent to publication of the Draft EIR the Project signage plans were modified, and the maximum total number of digital displays to be included within the Project was reduced to 30. Refer to the updated signage graphics provided in Subsection II in Section II, Corrections and Additions, of this Final EIR. As the Applicant has reduced the number of proposed digital displays, impacts associated with this type of signage would be reduced from that analyzed in the Draft EIR. As such, the Proposed Project impacts would now be less than the less than significant impacts described in the Draft EIR. An updated version of Figure II-24 from Section II, Project Description, of the Draft EIR is provided in Section II, Corrections and

Additions, of this Final EIR and depicts the locations and types of all potential signage throughout the Project Site, including the proposed electronic signage.

The Commenter also contends that the analysis of potential Project lighting impacts on Receptor 5 does not paint a full picture of impacts on the broader area. As set forth in Section IV.D-2, Artificial Light, of the Draft EIR, an extensive field survey was conducted in the vicinity of the Project Site to locate and identify land uses that could be exposed to artificial light associated with the Proposed Project based on their locations and fields of view in relation to the Project Site. A myriad number of locations would be able to view the lighting associated with the Proposed Project, potential lighting impacts will vary from location to location based on such factors as topography, building height, and intervening buildings; foliage; and public improvements, such as a freeway. It is not feasible to document views from every potential sensitive receptor. Therefore, a reasonable number of Receptor Locations were identified that are representative of the surrounding uses and lighting conditions in the vicinity of the Project Site. These Receptor Locations are all considered to be sensitive receptors to artificial light, based on the *L.A. CEQA Thresholds Guide*, and include residential, hospital/medical center, and hotel uses. Representative roadway locations were also chosen to assess potential impacts on drivers. Impacts at other sensitive receptors not specifically studied would be similar to or less than those at the Receptor Locations identified in the Draft EIR, depending on such factors as topography, building height, and intervening buildings; foliage; and public improvements, such as a freeway.

The rationale for selecting each of the representative Receptor Locations is set forth on pages IV.D.2-6 to IV.D.2-6 of the Draft EIR. As set forth therein, Receptor Location 5 was selected to be representative of views as seen by drivers on the nearby roadways. It was also selected to be representative of views from the multi-family residential buildings at 1430 and 1438 South Wright Street.

The Draft EIR sets forth different significance thresholds for different types of lighting issues. With respect to signage-related light emissions potentially affecting nearby sensitive uses, and in particular Receptor Location 5 referenced by the Commenter, the analysis used the conservative standard of whether any residence or other sensitive use would experience a light intensity exceeding 32.3 lux (3.0 foot-candles) at the property line, in accordance with the thresholds established in Section 14.4.4.(e) of the Los Angeles Municipal Code, as well as the *L.A. CEQA Thresholds Guide* (2006).<sup>20</sup> Therefore,

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<sup>20</sup> *Per Los Angeles Municipal Code Section 14.4.4.(e), "No sign shall be arranged and illuminate in a manner that will produce a light intensity of greater than three foot candles above ambient lighting, as measured at the property line of the nearest residentially zoned property."*

analyzing additional receptor locations, as suggested in the comment, would not change the Draft EIR's conclusion that impacts from signage-related light emissions would be less than significant.

As discussed in Section IV.D.2, Artificial Light and Glare, of the Draft EIR and addressed in greater technical detail in the Lighting Technical Report provided in Appendix K of the Draft EIR, the lighting impact of each individual electronic sign was analyzed (refer specifically to Appendix G within the Lighting Technical Report). Figure 6.3.2.2 contained in the Lighting Technical Report provides the analysis relative to the 3 foot-candle threshold and shows that no residences would experience light emissions exceeding 3 foot-candles with implementation of all project design features.

The combined impact of all electronic signage was also assessed on a per receptor basis, as detailed in Table 6.4.4 of the Lighting Technical Report. These combined impacts are provided for reference, with the maximum intensity affecting a residential use predicted at Receptor Location 5, which would be less than 3 foot-candles. As Receptor Location 5 represents the residences located closest to the Project Site, it provides a worst-case analysis and represents the greatest potential for impacts. As indicated, such impacts would be less than significant. Accordingly, any residences located at a greater distance would experience reduced lighting impacts that would likewise be less than significant.

As also discussed within Section IV.C, Aesthetics/Visual Resources, of the Draft EIR, the electronic signs facing the freeway would not have flashing images or continuous motion. Images would be static and remain at a constant brightness for 8 seconds and then complete an instant refresh to the next image, which would then be static for 8 seconds. This signage change interval would comply with and exceed the requirements of Caltrans' Outdoor Advertising Act, which allows images to change every 4 seconds. As such, all Project signage along the freeway would meet the regulatory requirements designed to minimize driving hazards. Beyond this, specific regulations applicable to the Project with respect to colored light or moving images do not exist. Nonetheless, mitigation is proposed in Section IV.D.2, Artificial Light and Glare, of the Draft EIR to grant authority to the Director of City Planning to limit the refresh rate on any animated sign or electronic message display sign visible from the freeway to no more frequently than once every 4 seconds, with an interval between messages of not less than 1 second, and with an unchanged intensity of illumination (Mitigation Measure D.2-3).

There is no scientific study or analysis to support the Commenter's opinion that changes in lighting color would result in significant impacts to drivers or passengers or "interior disruption." Nor does the *L.A. CEQA Thresholds Guide* establish a significance threshold for, or otherwise require analysis of, such color changes. The comment is noted

for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 16-50**

b. The DEIR fails to adequately analyze light and aesthetic impacts to surrounding neighborhoods

The receptors analyzed do not sufficiently represent the whole area that would suffer aesthetic and light impacts from the Project. The EIR does not adequately address the light exposure impacts or aesthetic impacts west of Route 110 or south of I-10 or on surrounding hillsides from proposed Project signage. The EIR must be revised to address the whole area.

Furthermore, the Pico Union neighborhood is not adequately represented by any receptor. The Lighting Technical Report (Appendix K) analysts “believe that the location selected for receptor 7 is indicative of a ‘worst case’ scenario for a residence in Pico Union when both view of the project and light trespass contributions are taken into consideration.” (App. K, p. 6-35.) Yet the artificial light and glare section of the EIR says, “The view of the Project Site from Receptor Location 7 is partially obstructed due to distance and intervening development, but some architectural and signage elements at the Project Site may be visible above adjacent buildings and trees if viewed from upper levels of the apartments at this Receptor Location.” (EIR p. IV.D.2-8.) This suggests that little or no effort was made to choose and analyze receptor locations from which signage would actually be visible and upon which light from the electronic signs would shine. The EIR must analyze the potential significance of the above-discussed impacts at a full range of locations where large surface areas of the project’s electronic digital displays would be visible and that would be subject to discoloration from electronic digital lighting.

The only other receptor location west of SR-110 is number 9, and as the EIR notes, “Receptor 9 is an educational use that operates primarily during the daytime hours and thus is not considered a light sensitive use based on the Los Angeles CEQA Thresholds Guide.”

**Response to Comment No. 16-50**

Section IV.D.2, Artificial Light and Glare, of the Draft EIR analyzes the potential for Project artificial light sources to impact off-site locations. This analysis addresses potential impacts from all sources of artificial light associated with the construction and operation of the Proposed Project, as well as the potential for these artificial light sources to cause glare. During Proposed Project operations, artificial light sources would include lighting

associated with the building, signage, and miscellaneous sources including, but not limited to, special event lighting and pyrotechnics. All of these analyses considered the potential for artificial light to occur throughout all areas surrounding the Project Site. The analysis of the individual receptor locations is an additional layer of analysis but does not represent the only locations that were analyzed. For example, Figures IV.D.2-4 and IV.D.2-5 demonstrate that artificial light impacts with regard to illuminance from sources associated with the building, as well as Proposed Project signage, would result in less than significant impacts at all off-site locations rather than at just the selected receptor locations. In this manner, the Draft EIR analyses and conclusions regarding the level of artificial light and glare impacts address the sensitive receptors located throughout all of the off-site areas surrounding the Project Site.

Section IV.C, Aesthetics/Visual Resources, of the Draft EIR provides a comprehensive analysis of the potential aesthetics/visual resources impacts attributable to the Proposed Project. The locations included in the analysis of aesthetics/visual resources in the Draft EIR are representative locations that reflect the diversity of conditions found throughout the Project area, including but not limited to areas located to the south of the Project Site. The locations that were selected for analysis were chosen to ensure that the entire range of potential impacts was identified. Further, because of the large number of possible visual perspectives of the Project Site, it is not practical, feasible, or necessary to analyze every possible view of the Project Site in order to provide a good faith effort with regard to disclosing the potential impacts of the Proposed Project, which is what is required by the CEQA Guidelines. Contrary to the Commenter's opinion and as highlighted on Figure IV.C-1 of the Draft EIR, the locations selected for analysis represent a wide range of conditions in the community, including locations close to the Project Site, views from multiple street locations on all sides of the Project Site, and elevated locations along the freeways located in the Project area as well as from private residences (even though the *L.A. CEQA Thresholds Guide* does not consider impacts to private views from residential or other private properties to be significant).

The selection of the analysis locations were based on a review of maps of the surrounding area, photographic documentation, topographic analyses, and an extensive field survey that was conducted in the vicinity of the Project Site to locate and identify land uses that could be potentially impacted by the Proposed Project based on their field of view relative to the Project Site. A total of 15 vantage points were analyzed with regard to potential aesthetic/visual resource impacts. Contrary to the Commenter's statement that the Draft EIR only analyzes elevated views from private locations, four of the 10 public viewpoints included in the visual analysis are from elevated locations along the area's freeways, two of which are located south of the Project Site. With regard to views of the Project Site from the south, the Draft EIR concludes that as distance increases to the south, views of the Project Site become more obscured by intervening development. The

Draft EIR further concludes that, on an overall basis, with the exception of views from the elevated freeways, few publicly accessible locations offer long-range or panoramic vistas in the Project vicinity, due to the topography of the area and intervening development. The Draft EIR further states that motorists traveling along the freeways have some of the most unobstructed long-range views of the Project Site and the Downtown skyline, but such views change quickly given travel speeds, adjacent landscaping, and intervening development.

Based on the information provided above, the locations selected for analysis in the Draft EIR identify the representative locations which have the greatest potential for impacts as the Project Site comprises a much larger portion of the available viewshed in comparison to more distant locations, such as those suggested in the comment. As such, the analysis of a larger geographic analysis, as suggested in the comment, is not required, and the Draft EIR provides a comprehensive and adequate analysis of the potential significant effects of the Proposed Project. In addition, the Applicant has proposed project design features, and, based on the analysis of Proposed Project impacts, additional mitigation measures have also been proposed. With the incorporation of the project design features and proposed mitigation measures, Proposed Project impacts would be reduced to the extent feasible. Please refer also to Response to Comment No. 16-49.

Please refer to Response to Comment No. 16-49 regarding how the color of signage does not change the Draft EIR's conclusion that the Proposed Project's signage would result in a less than significant artificial light impact.

### **Comment No. 16-51**

In addition, the "Project area" discussed in the analysis encompass too small an area for a complete analysis of aesthetics and light impacts. The purpose of an EIR is, in part, "is to identify the significant effects on the environment of a project" (Pub. Res. Code § 21002.1, subd. (a)) and "environment" includes "the physical conditions that exist within the area which will be affected by a proposed project" (Pub. Res. Code § 21060.5), so an EIR's aesthetics/visual resources analysis must address the area from which a proposed project would be perceived visually. Therefore, the DEIR should consider a larger area in its discussion of views. The only elevated views shown in the DEIR's aesthetics section are private views. (DEIR, Aesthetics/Visual Resources, pp. IV.C-26 – IV.C-30, Figures IV.C-12 – IV.C-16; cf. *Id.*, Aesthetics/Visual Resources, pp. IV.C-13 - IV.C-22, Figures IV.C-2 IV.C-11.) Again, the EIR should include a full range elevated public views, including some from the hills to the northeast of the Project site. Furthermore, despite the fact that there would be electronic signs shining across Venice Blvd. and I-10, there currently are no receptors in the lighting effects analysis south of I-10. (See *Id.*, Artificial Light/Glare, p. IV.D.2-7, Figure IV.D.2-1.) Several should be added.

The analysis in the EIR should be revised and expanded to fully address signage aesthetic and light emission-related impacts, including coloration, throughout the Pico Union neighborhood and south of Venice Blvd.

### **Response to Comment No. 16-51**

As set forth in Response to Comment No. 16-50, the locations and areas selected for analysis in Sections IV.C, Aesthetics/Views, and IV.D.2, Artificial Light and Glare, of the Draft EIR are adequate and appropriate to disclose the potential impacts of the Proposed Project. With regard to the additional specifics provided in this comment the following response is provided.

Contrary to the Commenter's contention, and as highlighted on Figure IV.C-1 of the Draft EIR, the locations selected for analysis represent a wide scope of representative conditions in the community, including locations close to the Project Site, views from multiple street locations on all sides of the Project Site, and elevated locations along the freeways located in the Project area as well as from private residences. Further, four of the 10 public viewpoints included in the visual analysis are from elevated locations along the area's freeways, two of which are located south of the Project Site. With regard to views of the Project Site from the south, the Draft EIR further concludes that as distance increases to the south, views of the Project Site become more obscured by intervening development.

Based on the information provided above, as well as in Response to Comment No. 16-50, the locations selected for analysis in the Draft EIR identify the locations which have the greatest potential for impacts, as the Project Site comprises a much larger portion of the available viewshed in comparison to more distant locations, such as those suggested in the comment. As such, the analysis of a larger geographic analysis, as suggested in the comment, is not required, and the Draft EIR provides a comprehensive and adequate analysis of the potential significant effects of the Proposed Project.

Please refer to Response to Comment No. 16-49, regarding how the color of signage does not change the Draft EIR's conclusion that the Proposed Project's signage would result in a less than significant artificial light impact.

### **Comment No. 16-52**

#### *2. Mitigation*

Various mitigation measures would postpone and delegate required approvals to entities not directly accountable to the public. (See, e.g., Draft EIR, Aesthetics/Visual Resources, pp. [Mitigation Measure C-2: "The proposed streetscape improvements shall be reviewed

and approved by the City's Department of Public Works Street Tree Division..."; Mitigation Measure C-3: "The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of Planning...."; Mitigation Measure D.2-2: "As part of the building approval process, the Event Center Applicant shall submit a lighting plan to the satisfaction of the Director of Planning...."].)

State law specifically requires a public hearing regarding environmental impacts of this proposed Project. (Pub. Res. Code § 21168.6.5, subd. (f)(2).) Approval of future, delegated or delayed mitigation measures should require public hearings as well, to comport with the letter and spirit of the law. Therefore, where the EIR includes such mitigation measures, it should specify that public hearings must be held prior to their approval and allow for appeal of such approvals to the judiciary or democratically elected officials.

### **Response to Comment No. 16-52**

Contrary to the comment's suggestion that the referenced mitigation measures are being deferred, the project design features and mitigation measures proposed as part of the Project require adherence to a variety of standards, including regulatory standards required as part of City, state, and federal law, and require the Applicant to perform certain actions and/or submit specified plans, which in some cases are subject to approval by City departments with jurisdiction over such matters. The City's various departments are charged with upholding the City's regulations, including its Municipal Code, Building Code, Health Code, Fire Code, etc. Furthermore, the Project's mitigation measures, such as those referenced above, do not constitute deferred mitigation, as all proposed project design features and mitigation measures set forth in the EIR will be implemented pursuant to the Project's Mitigation Monitoring and Reporting Program (MMRP), provided as Section IV of this Final EIR. The MMRP specifies the timing of all mitigation measures, the action required to demonstrate compliance, and the agency or entity charged with monitoring for compliance. Further, the mitigation measures cited by the Commenter do not represent a deferral of mitigation, as they provide an additional level of review to ensure that the mitigation is implemented in a manner consistent with the analysis and performance standards presented in the EIR, as well as the purpose and intent of the proposed Specific Plan. Such review does not involve any additional studies to determine the whether the project will result in a significant impact or to formulate the mitigation. In addition, all of the proposed project design features and mitigation measures identified in the EIR will be reviewed and approved by all applicable City departments, as well as the City's decision-making bodies during public hearings held before the City Planning Commission and the publicly elected City Council. The Commenter is referred to Sections IV.C, Aesthetics/ Visual Resources, and IV.D.2, Artificial Light and Glare, of the Draft EIR for a detailed discussion of the Proposed Project's potential impacts, as well as proposed project design

features and mitigation measures. Thus, the Draft EIR does not improperly defer mitigation of any potential Proposed Project impact.

### **Comment No. 16-53**

The EIR mistakenly states, “Additional relevant mitigation measures are provided in Sections IV.D.1, Natural Light (Shading)... of this DEIR.” (DEIR, Aesthetics/Visual Resources, p. IV.C-62.) There are no mitigation measures in Section IV.D.1. (See DEIR, Natural Light (Shading), p. IV.D.1-37 [“Impacts associated with natural light (shading) would be less than significant. Therefore, no mitigation measures are required.”])

### **Response to Comment No. 16-53**

The statement referenced by the Commenter has been revised to indicate that “[a]dditional relevant project design features and mitigation measures are provided in Sections IV.D.1, Natural Light (Shading), and IV.D.2, Artificial Light and Glare, of this Draft EIR,” as Section IV.D.1, Natural Light (Shading), includes a project design feature that addresses potential Proposed Project impacts. Refer to Correction and Addition D of Subsection IV.C in Section II, Corrections and Additions, of this Final EIR for the correction.

### **Comment No. 16-54**

#### **a. Financial Considerations**

The EIR should present an analysis that does not rely without adjustment on revenue or profit assumptions inferred from experience with single signs or small groups of signs. In the context of a proliferation of electronic billboards — such as those proposed to be clustered on the Project site in close proximity to displays already associated with the Convention Center and L.A. LIVE — the revenue gained from an additional sign or lost from the removal of a sign (marginal revenue) is likely to be less than would be realized from the gain or loss of a single sign among a few. Paying advertisers would likely realize this, perhaps anticipating viewer fatigue/burnout after exposure to so many signs.

In analyzing mitigation of aesthetic/light impacts, the EIR should quantitatively estimate the sums of money involved, and set forth a quantitative threshold of what is or is not feasible for mitigation. To fail to present such an analysis would be to fail to fully inform public agencies with regard to a key obligation of CEQA (“Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.” (Pub. Res. Code § 21002.1, subd. (b)).)

**Response to Comment No. 16-54**

The amount of marginal revenue from signage is not relevant to the analysis of the Proposed Project's environmental impacts. CEQA Guidelines Section 15131(a) indicates that the "economic or social effects of a project shall not be treated as significant effects on the environment," while Section 15131(b) goes on to state that "economic or social effects of a project may be used to determine the significance of physical changes caused by the project." As discussed in Sections IV.C, Aesthetics/Visual Resources, and IV.D.2, Artificial Light and Glare, of the Draft EIR, the Proposed Project's signage program would result in less than significant aesthetic, view, artificial light, and glare impacts. As such, in accordance with the CEQA Guidelines, no further mitigation measures are required. Thus, the Proposed Project's impacts to the physical environment with regard to these issues are mitigated to less than significant levels independent of the economic issues that may be associated with the Proposed Project's signage program.

**Comment No. 16-55**b. Artificial Light/Billboards

A feasible mitigation of the startling aesthetic impact of electronic digital displays visible from vehicles would be to require that they not have "an instant refresh to the next image" (as described in the DEIR on p. IV.D.2-18) and instead require a uniform fade out of one image and then a uniform fade in of the next image, over a transition period of several seconds. The EIR should specify and require that as a mitigation measure.

Appendix G notes that the Commercial Citywide Design Guidelines "include limiting the total number of colors used in any one sign and illuminating signs only to the minimum level required for nighttime readability." Drivers may be distracted by alternation between red and blue from the same sign, because police vehicle lights alternate that way. This is an aesthetic impact as it affects emotions as well as safety. The EIR should include mitigation that prohibits any signs, especially the unrestricted, full animation, signs that illuminate a roadway (Appendix D, pp. 17, 19; signs EDD.02 and EDD.03), from instantly switching from largely red to largely blue, or vice versa, as an aesthetic (and possibly also public safety) measure.

Since outward-facing electronic digital displays proposed as part of the Project would have significant aesthetic and light impacts outside the Project, the EIR should include consideration of the feasibility of having fewer or smaller such displays as a mitigation measure.

**Response to Comment No. 16-55**

The Commenter has incorrectly stated the conclusions of the Draft EIR with regard to the aesthetic and light impacts of the Proposed Project's signage. As set forth in Sections IV.C, Aesthetics/Visual Resources, and IV.D.2, Artificial Light and Glare, of the Draft EIR, the Proposed Project's signage would have a less than significant impact with respect to the referenced Draft EIR analyses. Further and as stated in the Draft EIR, the Proposed Project's signage program would not be out of character with what currently exists within and around the Project Site, particularly at L.A. LIVE. As such, the Proposed Project would not introduce elements that substantially detract from the visual character of the Project area. As the Proposed Project's signage impacts are less than significant, there is no basis under CEQA to impose mitigation measures with regard to Project signage operations.

**Comment No. 16-56****H. Noise**

Excessive noise has serious environmental and community health impacts that are often under-appreciated or ignored. Studies of noise exposure show that noise can lead to annoyance, loss of sleep, stress-related heart health issues, and hearing loss.<sup>58</sup> The U.S. Environmental Protection Agency has warned that exposure to such high noise levels is a health risk

“in that noise may contribute to the development and aggravation of stress related conditions such as high blood pressure, coronary disease, ulcers, colitis, and migraine headaches... Growing evidence suggests a link between noise and cardiovascular problems. There is also evidence suggesting that noise may be related to birth defects and low birth-weight babies. There are also some indications that noise exposure can increase susceptibility to viral infection and toxic substances.”<sup>59</sup>

<sup>58</sup> See, e.g., Babisch, et al., *Traffic Noise and Risk of Myocardial Infarction*, *Epidemiology*, Vol.16, No.1, Jan. 2005, pp. 33-40; FHA, *Highway Traffic Noise in the United States*, April 2000, p. 1; Griefahn et al., *Disturbed Sleep Patterns and Limitation of Noise*, *Noise and Health*, Vol. 6, No. 22, Jan. – Mar. 2004, pp. 27-33; Skanberg, *Adverse Health Effects in Relation to Urban Residential Soundscapes*, *Journal of Sound and Vibration* (2002) 250(1), pp. 151-155; Clark and Stansfield, *The Effect of Transportation Noise on Health and Cognitive Development: A Review of Recent Evidence*, *International Journal of Comparative Psychology*, 2007, 20, 145-158.

<sup>59</sup> EPA *Noise Effects Handbook*, 1981, available at <http://www.nonoise.org/library/handbook/handbook.htm>.

Children are particularly sensitive to excessive noise, and their academic performance or cognitive development may suffer when exposed to excessive noise.<sup>60</sup> The World Health

Organization has recommended that daycare centers and schools not be located near major noise sources, and further recommends that background sound levels in classrooms not exceed 35 decibels (dB) during teaching sessions and that outdoor playgrounds not exceed 55 dB.<sup>61</sup>

<sup>60</sup> *Kawada, The Effect of Noise on Children, J. Nippon Medical School, 2004: 71(1), pp. 5-10; World Health Organization, Guidelines for Community Noise, 1999; World Health Organization, Burden of Disease from Environmental Noise 2011, available at [http://www.euro.who.int/\\_\\_data/assets/pdf\\_file/0008/136466/e94888.pdf](http://www.euro.who.int/__data/assets/pdf_file/0008/136466/e94888.pdf).*

<sup>61</sup> *World Health Organization, Guidelines for Community Noise, 1999, pp. xii-xiii.*

These guidelines are meant to prevent the “critical effects of noise” in schools, which “are speech interference, disturbance of information extraction (e.g. comprehension and reading acquisition), message communication and annoyance.” According to the Southern California Association of Governments, complaints about noise vary according to the decibel level; outdoor noise levels of 55-60 dB obstruct speech within a typical home, and widespread complaints and threats of legal action occur in the 60-70 dB range.<sup>62</sup>

<sup>62</sup> *Southern California Association of Governments. Draft 2008 RTP EIR, January 2008, at [http://www.scag.ca.gov/RTPpeir2008/pdfs/draft/2008Draft\\_RTPpeir\\_complete.pdf](http://www.scag.ca.gov/RTPpeir2008/pdfs/draft/2008Draft_RTPpeir_complete.pdf).*

Despite these concerns regarding noise and the acknowledgment that operation of the Proposed Project may result in potentially significant impacts the DEIR finds:

“There are no feasible mitigation measures to reduce the outdoor amplified sound system or crowd cheering noise to a less than significant level. Noise mitigation in the form of barriers would reduce the potential noise impacts from the outdoor plazas to the off-site sensitive receptors. However, the noise barriers would be constructed along the Project Site to block the line-of-site between the sound sources and the off-site receptors, which would not be feasible with respect to architectural/functional design of the outdoor plazas. Other mitigation measures, such as limiting the sound levels from the outdoor amplified sound system would preclude creating the environment required pursuant to the Project objectives. Therefore, noise impacts associated with the outdoor plazas would be significant and unavoidable.

“There are no feasible mitigation measures that would reduce the impacts from the Event Center operations to a less than significant level. Mitigation measures in the form of specifications to limit the in-house sound system (to reduce the impacts associated with the sound-system) or fully enclosing the stadium with a solid roof structure (to reduce both crowd and sound system noise) would not be feasible for the following reasons: (a) enclosing the

stadium with a solid roof would not meet the basic Project objective of developing an Event Center with an open roof design that takes advantage of the Southern California climate; and (b) limiting the sound levels from the sound system would not allow for the intended operation of the Event Center for sporting events and concerts pursuant to the Project objectives. Therefore, noise impacts associated with Event Center operations would be significant and unavoidable.

“There are no feasible mitigation measures that would reduce impacts associated with the parking garage and firework displays to a less than significant level. Impacts related to fireworks displays would be limited (up to 35 shows per year) and of short duration (up to 20 minutes per display show) but would still be significant and unavoidable.”

### **Response to Comment No. 16-56**

The Commenter’s concerns regarding potential adverse health effects due to high noise levels are noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Commenter has also correctly restated portions of the Draft EIR’s noise analysis.

Operation of the proposed Event Center would occur outside normal school instruction hours and, therefore, would not adversely impact school operations. Operation of the Convention Center would result in less than significant impacts and, therefore, would also result in less than significant impacts on school operations.

### **Comment No. 16-57**

(DEIR, Noise, p. IV.E-44, IV.E-45.) To the extent any of the noise producing elements are written into the Project objectives this once again illustrates the narrow drafting of those objectives, as detailed above. Furthermore, even assuming these objectives are proper, feasible mitigation exists. For example, mitigation could include:

- Limiting the time frame of all events. The Hollywood Bowl and the Greek Theater both designate a mandatory end time for events, due to their open-air environments;
- Limiting the number of firework displays per year;
- Locating parking lots entrances and exits in a manner that minimizes impact of sensitive receptors;

- Implementing a traffic plan by providing traffic control personnel that direct departing vehicles in a manner with the least impact on sensitive receptors;
- Restricting access to parking lots before 9:00 a.m.;
- Mandating a time by which post-event clean up activities must end (prior to 10:00pm) and can begin (no earlier than 9:00 a.m.);
- Designating a Disturbance Coordinator who can investigate and respond to noise events and who will be made available to residents and businesses in the surrounding community. . • Providing neighboring sensitive uses be provided with City telephone numbers and the Disturbance Coordinator's information to report noise violations, along with the construction schedule. And providing information be posted in English and Spanish.

### **Response to Comment No. 16-57**

The project objectives set forth in Section II, Project Description, of the Draft EIR are consistent with the provisions set forth in CEQA Guidelines Section 15124.(b).

As the Draft EIR does not conclude that significant impacts occur as a result of the timing of events that may occur at the Project Site, limiting the hours would not reduce the impact. Therefore, there is no basis under CEQA to require the limitations on operating hours that are suggested in the comment. The Proposed Project does include limitations on fireworks displays. Additional limitations on fireworks displays have been identified and included as part of Project Design Feature 2.D-20 in Subsection IV.D.2 of Section II, Corrections and Additions, of this Final EIR.

Section IV.E, Noise, of the Draft EIR conservatively concludes that noise impacts from parking structure operations would be significant. However, such impacts would only occur intermittently and in the event that a car alarm is triggered it would only last a few minutes. Such impacts would occur from time to time irrespective of the location of the entrances or the time that the garages open. Therefore, there is no basis under CEQA to modify the access locations of the parking garages or restrict access to the parking structures before 9:00 A.M. The manner in which off-site parking lots are managed are beyond the control of the Project Applicant, as they are privately owned and operated.

The Proposed Project's Transportation Management Plan will identify access and egress routes via arterial roadways that will avoid use of local streets. Traffic control officers will also be deployed as necessary to control traffic and pedestrians at intersections, and traffic will be directed such as to avoid local streets.

Post-event clean-up activities would be conducted in accordance with the provisions set forth in Section 113.01 of the Los Angeles Municipal Code. As set forth therein, operation of refuse disposal trucks, parking lot sweepers, or vacuum trucks between the hours of 9:00 P.M. and 6:00 A.M. of the following day would not occur within 200 feet of any residential building unless a permit has been obtained beforehand from the Board of Police Commissioners. The standards which would be considered in determining whether a permit would be granted are as follows: (1) whether the work to be done is in the public interest; (2) whether the applicant would suffer hardship, injustice or delay if the permit were not granted; or (3) whether fuel conservation would result if the permit were issued. In addition, no permit would be required to perform emergency work as defined in Section 111.01(d) of the Los Angeles Municipal Code.<sup>21</sup>

The Proposed Project's construction management plan would include a construction relations officer that would be a bilingual Spanish speaker and would be prepared to discuss construction-related issues, including issues related to construction noise. As set forth in Project Design Feature F.1-1, an information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive construction noise levels. In addition, Project Design Feature F.1-1 has been revised to include the provision of a telephone number to call and receive information regarding excessive operational noise levels. Refer to Subsection IV.F-1 of Section II, Corrections and Additions, of this Final EIR.

## **Comment No. 16-58**

### **I. Public Safety – Police**

#### *1. Impacts*

The DEIR fails to properly analyze the Proposed Project's impact on public services. This section focuses on police services. The DEIR presents, at best, an uncertain picture of the future of police protection for the Project area and the surrounding communities. The City concedes that the Proposed Project will likely have a significant impact on police services if "the project would generate demand for additional police protection services that exceeds the capacity of the LAPD to serve the Project Site." (DEIR Public Services – Police

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<sup>21</sup> Section 101.1(d) of the Los Angeles Municipal Code defines "Emergency Work" as any work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger, or work by private or public utilities when restoring utility service.

Protection, p. IV.J.1-10). At the same time, the DEIR concludes that cumulative impacts “would be less than significant during construction,” but “cumulative impacts on police protection have the potential to be significant” long-term. (DEIR, Public Services – Police Protection, pp. IV.J.1-24 and IV.J.1-25). This seemingly contradictory conclusion is illustrative of the fundamental flaw in the City’ analysis of the Proposed Project’s impact. As described in further detail below, Section IV ignores critical aspects of the likely impact that the Proposed Project will have on the surrounding community. Limited police resources will undoubtedly be drawn from those communities. Moreover, the emphasis on a police model that is designed for protection of visitors at the expense of surrounding communities will have a lasting impact in further segregating the city. Finally, the analysis provided is based on numbers that overestimate existing conditions and therefore fails to consider the true impact on police protections services that the project will likely have.

### **Response to Comment No. 16-58**

The analysis of potential impacts on police protection services provided in Section IV.J.1, Public Services—Police, of the Draft EIR was prepared in consultation with LAPD and based on data provided by LAPD. The conclusions of impacts relative to project and cumulative project impacts are not contradictory. Rather, the Commenter has not included the entire context of the text cited in this comment. The text cited on page IV.J.1-10 is the significance threshold for determining whether a significant impact to police protection services would result. That threshold specifically states:

“Based on the above factors, the Proposed Project would have a significant impact on police services if:

- The Project would generate demand for additional police protection services that substantially exceeds the capability of the LAPD to serve the Project Site.”

Page IV.J.1-24 of the Draft EIR states:

“While it is difficult to predict the exact impact that these related projects could have on LAPD resources, it is reasonable to conclude that additional staffing, facilities, equipment and vehicles may be needed to maintain the City’s desired level of service for the police department. Thus, cumulative impacts on police protection have the potential to be significant.”

However, the text following this statement continues as follows:

“Some of the increased demand for police protection services associated with the related projects would be met through security features designed into future projects. The LAPD would also continue to evaluate the need for its services on a regular basis, including the review of individual development projects as they are in the City permitting process to identify project-level measures relative to impacts on LAPD resources. LAPD would also continue to make adjustments in capital investment and staffing resources, based on an on-going analysis of crime data, population density, and other variables that could change over time. In addition, similar to the Proposed Project, the identified related projects would generate revenues to the City that could be applied to the provision of police facilities and/or related staffing. Based on the above, while the cumulative impacts of the related projects on police protection may remain significant, the Proposed Project’s contribution to these impacts, taking into account the Proposed Project’s design features and mitigation measures, would not be cumulatively considerable.”

Thus, the statements cited by the Commenter, when placed in their entire context, are accurate. There is no contradiction or fundamental flaw in the analysis of police protection prepared for the Proposed Project. In addition, the Draft EIR, based on input provided by the LAPD, analyzed the potential for Project impacts to occur within the areas served by LAPD’s Central Area, Newton, Rampart, and Southwest Community Police Stations. Figure IV.J.1-1 of the Draft EIR shows the 31-square mile area, which includes the communities surrounding the Project Site that are patrolled by these divisions and analyzed in the Draft EIR.

As indicated above, the data used in the analysis was provided by LAPD. This data does not overestimate existing conditions. In addition, the analysis of police protection does not ignore the surrounding community.

### **Comment No. 16-59**

#### **a. Capacity of Existing LAPD Resources is Overestimated**

A critical failure of the DEIR’s analysis is that it underestimates the current strain on existing police resources and response times for the Central Area. Police coverage is already stretched to capacity. The LAPD predicts “a project of this size, without adequate mitigation would have significant impact on police services in the Central Area”<sup>63</sup>. Yet the only mitigation measures that appear to be proposed rely primarily on surveillance technology, private security, design and the inevitable escalation of LAPD presence. (DEIR IV.J.1-28). The bulk of the burden of providing adequate protection for public safety

still falls on the LAPD, a department whose budget in recent years has been threatened and faces the strains of state realignment.

<sup>63</sup> *Appendix U-July 26, 2011 Letter from Los Angeles Police Department Chief Charlie Beck.*

The City of Los Angeles CEQA guidelines require a determination of the impact level a project might have considering, among other factors, “the demand for police services anticipated at the time of project build out compared to the expected level of services available<sup>64</sup>” According the LAPD, “[a]ll geographic divisions of the Department, including Newton and Central Areas, are fully and consistently staff according to existing needs.”[emphasis added]<sup>65</sup> The LAPD further estimates that “[i]n the absence of mitigation, the scope of the proposed Project could require increases in staffing levels at Central and Newton Areas, or creation of additional LAPD entities, to meet those needs.”<sup>66</sup> Moreover, the LAPD recommends that “the EIR thoroughly analyze the proposed venue and attendant impact upon the surrounding areas to determine whether there is a need for enhanced staffing in Rampart Area... due to increased vehicular and pedestrian concerns, and potential for increased opportunity for criminal acts perpetrated in those areas, and Southwest Area, to a lesser degree, for those same reasons.”<sup>67</sup>

<sup>64</sup> *Appendix K-L.A. CEQA Thresholds Guide, Page K.1-2.*

<sup>65</sup> *Appendix U-LAPD Fact Sheet, page 3 of 25.*

<sup>66</sup> *Ibid.*

<sup>67</sup> *Ibid.*

The DEIR fails to perform this very basic analysis. Only a cursory review is provided concerning existing police resources. For example, while analyzing response times as they currently exist, the DEIR fails to fully consider the impact on response times to the surrounding community when an event is taking place at the Project site. If the LAPD stations in this region are already operating at capacity under existing circumstances, it is only logical that a large event in the area is likely to draw resources from surrounding areas should the Central Station be unable to respond.

There are currently no plans to expand the Central Station or any other station in the area. (DEIR IV.J.1-5). While the project site itself is in the area served by the Central Station, several related sites are located in other stations, such as off-site parking lots and structures that are located within the Newton Station and service area. *Ibid.* While the ratio for Central Station is 10.48 officers per 1000 residents, the Newton Station offers only 2.09 officers per 1000 residents. Moreover, DEIR admits that when needed, resources would be drawn from both the neighboring Rampart (with a ratio of only 1.69 officers per 1000 residents) and Southwest (ratio of only 2.15 per 1000 residents) stations, both with significantly less coverage. (DEIR IV.J.1-3) [“As is standard protocol, in the event an

emergency arises requiring increased staffing, additional officers would be called in from other LAPD community stations”]. While the DEIR provides general statistics for LAPD response times city wide and in the overall Central Area, no analysis is given to the likely impact the project will have on response times in the area served by the Central Station or the neighboring stations with significantly lower officer to resident ratios.

Moreover, the DEIR woefully overestimates the capacity of the LAPD to both respond to event-driven rise in activity and continue its “at capacity” operation or the surrounding communities. The DEIR fails to consider, for example, the longer response times estimated under realignment triggered by recent California State budget driven cut backs. In October of 2011, for example, the pressures of the ongoing state budget crisis and the state-mandated realignment of state prison inmates lead Chief Charlie Beck to declare that 150 officers would have to come off of the streets in order to fulfill the burden of monitoring probations. Concerning the State’s realignment plan, Chief Beck is quoted as stating that the plan saddles police and jails with more responsibilities without providing the funding.<sup>68</sup>

<sup>68</sup> *Los Angeles times*, October 3, 2011, “LAPD Chief Warns of Longer 911 Response times Under Realignment”.

The State’s budget crisis is ongoing and will not likely be resolved anytime soon. The DEIR fails to consider these and other likely reductions to police protection services in the near future. The mitigation plan proposed simply does not take into account the ongoing and future strains that the police department faces and will likely face. The City of Los Angeles General Plan adopted in 1996 and readopted in 2001, for example requires that development be correlated with adequate supporting infrastructure and services. The DEIR fails to take fully take into account the scenario of diminished police services for area and surrounding neighborhoods.

### **Response to Comment No. 16-59**

The Draft EIR does not underestimate the current status of existing police resources and response times. As indicated in Response to Comment No. 16-58, the data used in this analysis, including data regarding staffing, officer-to-population ratios, distances of stations to the Project Site, crime statistics, and response times was provided by LAPD. This data is provided for the police stations serving the Project Site, as well as the surrounding areas.

As discussed in Section IV.J.1, Public Services—Police, a Comprehensive Security Plan (CSP) will be implemented as part of the Proposed Project in consultation with the City of Los Angeles, including the LAPD and the City of Los Angeles Department of Building and Safety (LADBS). The CSP is intended to reduce demands on police services and includes consideration of potential impacts resulting from concurrent multiple large

scale events in the greater Downtown Los Angeles area. Specific measures within the CSP include continuation of existing security features, including contribution of funds to the Business Improvement District (BID) for security patrols in the Project Area, design out crime features, measures for crowd control, measures for traffic and pedestrian flow, measures for event management including a Unified Field Command Center, measures for terrorist attack response, and unified emergency response programs. In addition, a Transportation Management Plan (TMP) will be implemented in accordance with Mitigation Measure B.1-29. The TMP includes features that address emergency access and traffic flow, as well as measures to reduce parking and traffic impacts in the areas surrounding the Project Site. Mitigation Measure J.1-1 requiring a Memorandum of Agreement (MOA) with LAPD will also be implemented as part of the Proposed Project. The MOA will ensure appropriate public safety and security deployment by the Applicant's security resources such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service. The MOA will include provisions for a Police Captain, support staff, and the Applicant's use of uniformed off-duty LAPD officers and the LAPD deployment of on-duty uniformed resources. The MOA will also provide for scaled levels of police and security staffing based on factors such as crowd size, historical data, and event type.

In consultation with LAPD, the analysis of police protection services within the Draft EIR determined that with the implementation of the CSP, TMP, and the MOA, impacts of the Proposed Project on police protection services, including services to the surrounding community, would be less than significant. As significant impacts to response times and police protection services would not occur as is required by the MOA set forth in Mitigation Measure J.1-1, police protection services within surrounding areas would also not be significantly impacted. Furthermore, the CSP and MOA will provide long-term strategies for addressing police protection in consultation with LAPD. This continued consultation will account for changes in the level of service of the LAPD.

#### **Comment No. 16-60**

- b. Project Impact is Analysis flawed because it fails to examine population swells during events

The DEIR claims to follow the City of Los Angeles 2006 CEQA Thresholds Guide to evaluate potential impacts under two criteria: (1) the ability of the LAPD to meet the demand for police protection service anticipated at the time of the Project build out; and (2) the ability of the Proposed Projects proposed security and/or design features to reduce expected demand for police services. (DEIR, Public Services – Police Protection, pp. IV.J.1-9 – IV.J.1-10.) Yet the conclusions rely on the fact that the Project itself does not call for permanent residential uses to be generated at the actual Project Site. (DEIR, Public Services – Police Protection, p. IV.J.1-9).

This analysis is flawed for several reasons. First, it basically ignores the pull of resources from surrounding areas that would be generated by the mere presence of the Project Site. Second, it ignores the swells of population, at times exacerbated by competing events in the downtown area that will likely occur during programmed events. While the DEIR contends that no additional population growth will result in the area, there are other significant developments proposed in the general vicinity in addition to this one<sup>69</sup>. As the proposed Project is likely to be part of a mega sports and entertainment complex intended to become a “24-hour” entertainment zone (DEIR, Summary, p. 1-9), this is likely add to an already high population density in the region. The overall population increase in the region, coupled with the swells in population likely caused by the project site itself, must be analyzed together to determine the true impact that the project will likely have on already limited resources.

<sup>69</sup> DEIR, *Environmental Setting*, pp. III-8, III-10-III-19, Table III-1

### **Response to Comment No. 16-60**

As discussed in Response to Comment No. 16-59, the determination that the Proposed Project would not result in significant impacts on police protection, including services to the surrounding community, is based on the provisions of the CSP, TMP, and MOA that would be implemented as part of the Proposed Project. Specifically, with implementation of these plans and agreements, the Proposed Project would not generate demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site. This determination did not rely on the fact that no permanent residential uses would be generated by the Proposed Project.

The CSP specifically addresses swells of population during special events. As set forth on pages IV.J.1-10 through IV.J.1-16 of Section IV.J.1, Public Services—Police, of the Draft EIR, in addition to the provision of additional security officers, measures within the CSP include measures for crowd control; measures for traffic and pedestrian flow; measures for event management, including a Unified Field Command Center; measures for terrorist attack response; and unified emergency response programs.

The analysis of police protection services within the Draft EIR does not assume that no additional population growth would result in the Project area. Rather, as set forth on pages IV.J.1-25 though IV.J.1-27, the analysis specifically addresses growth from known related projects in the police station service areas.

Refer to Response to Comment No, 16-59 regarding the Proposed Project’s affect on police protection services within the surrounding area.

**Comment No. 16-61****c. Impact of Aggressive Policing Models Designed Primarily to Protect Property**

The DEIR identifies property crimes as the primary source for increase in crime at the Proposed Project site. (DEIR, Public Services – Police Protection, p. IV.J.1-18). The DEIR states for demand related to the Proposed Project and related projects “LAPD would also continue to make adjustments in capital investments and staffing resources, based on an on-going analysis of crime data, population density, and other variables that could change over time.” (DEIR, Public Services – Police Protection, p. IV.J.1-25). Thus applicants include an assumption of LAPD resource shifting in the area to meet some of the demand generated by the Project site. Applicants intend to augment protection by continuing to contribute to the Business Improvement District (BID) which funds security patrols in the Project area, as well as expand a private security force partially comprised of a cadre of off-duty LAPD officers drawn to events “as necessary.” (DEIR, Public Services – Police Protection, p. IV.J.1-11.)

The analysis ignores the dynamics likely to play out with regard to race and class distinctions between the visiting population and those residents. The area surrounding the Proposed Project site reaches Los Angeles’ Skid Row, with one of the highest concentrations of persons considered homeless in the country<sup>70</sup> as well as some of the poorest neighborhoods in the region<sup>71</sup>. The DEIR fails to analyze the impact of temporal displacement caused by the Proposed Project for those who live in the area but would be excluded from the immediate area because they are unable to afford entry. More importantly, it fails to analyze the likely segregation that result from keeping the predominantly non-white population away from the majority white and affluent population likely to attend events at the Proposed Project site.

<sup>70</sup> *Blasi, Gary, (2007) Policing Our Way out of Homelessness? The First Year of the Safer Cities Initiative on Skid Row, pp. 10-14.*

<sup>71</sup> Available at <http://projects.latimes.com/mapping-la/neighborhoods>.

For an example of how aggressive police tactics designed to cordon off certain parts of the city has devastating effects people living in poverty, one need look no further than the City’s Safer Cities Initiative in which thirty square blocks were earmarked for increased LAPD presence in the Central Station area. The result in the first year was over 9,000 arrests for predominantly non-violent offenses, and 12,000 citations for jaywalking alone<sup>72</sup>. The results of these programs can be devastating for those facing homelessness or living in poverty. Large number of arrests and tickets can add up, resulting in the issuance of warrants and jail time. This has the ripple affect of causing targets of these citations to lose much needed benefits, including housing, resulting in displacement and disruption of

neighborhood networks and loss of resources<sup>73</sup>. These aggressive policing tactics are also criticized for relying on racial profiling<sup>74</sup>. The DEIR fails to conduct such analysis in proposing the Comprehensive Security Plan that focuses almost exclusively on protecting property interests and the safety of the patrons of the Proposed Project at the expense of the poor, and predominantly non-white population that inhabits a significant section of downtown by impeding their mobility, and in some cases, violating civil rights.

<sup>72</sup> *Blasi, Gary, (2007) Policing Our Way out of Homelessness? The First Year of the Safer Cities Initiative on Skid Row.*

<sup>73</sup> *Ibid. pg. 32.*

<sup>74</sup> *Los Angeles Community Action Network, Community-based Human Rights Assessment: Skid Row's Safer Cities Initiative, December 2010.*

### **Response to Comment No. 16-61**

Refer to Response to Comment No. 16-59 regarding the Proposed Project's less than significant effect on police protection services within the surrounding area. The issue of community policing practices is not an environmental issue under CEQA. LAPD's approach to policing is outside of the Applicants' control. Should community members have concerns or complaints about police services, they can utilize that LAPD complaint process for the community that is robust, easily accessible and transparent. Further, the Applicants' private security is limited to private property and will not patrol surrounding neighborhoods. In addition, the Applicants are required to abide by all federal non-discrimination policies.

### **Comment No. 16-62**

#### *2. Mitigation*

##### *a. Security Mitigation Measures are Flawed*

The DEIR concludes that the Project impacts to public safety "would be less than significant and no mitigation measures [beyond what is proposed] would be required." (DEIR IV.J.1-29). Yet the mitigation measures listed refer to a Memorandum of Agreement (MOA) with the LAPD that is described in the DEIR as follows:

"This MOA shall ensure appropriate public safety and security deployment by the Applicant's layered security resources (plain-clothed and uniform security officers) such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service."

(DEIR, Public Services – Police Protection, IV.J.1-29.) The only specifics given concerning this plan is that a “standard” supervisor-to-officer ratio will be established, a police captain appointed, along with two support staff and “Applicant’s use of uniformed, off-duty LAPD officers and the LAPD deployment of on-duty uniformed resources.” (*Ibid.*) Thus, while claiming that the MOA will insure no impact on service levels, it is unclear exactly how those impacts, especially the noted long-term impacts, are likely to be minimized in light of additional obligations LAPD is likely to take on and only vague references to private security forces being hired.

No mitigation, for example, is proposed to the identified impacts caused by heightened traffic levels during events at the Project site. The DEIR acknowledges that “[d]uring these periods of heightened traffic levels, response times to the Project Site and immediately adjacent locations could be significantly impaired as emergency vehicles find it more difficult to move through the heavy traffic.” (DEIR, Public Services – Police Protection, p. IV.J.1-23.) This concern is immediately dismissed in the next sentence, with the EIR stating “[h]owever, the drivers of emergency vehicles are highly experienced in navigating through areas of high traffic volumes using their sirens to clear a path of travel or driving in lanes of opposite traffic.” (DEIR, Public Services, Police Protection, p. IV.J.1-23.) None of the mitigation measures proposed address this very serious problem not only for those at the Project site itself, but also to residents of the surrounding community. The likely impact of such a strain on response times is admittedly likely to be compounded when simultaneous events occur at different venues outside, but in proximity to, the Project Area. (DEIR, Public Services, Police Protection, p. IV.J.1-19.) Yet no adequate solution is proposed.

### **Response to Comment No. 16-62**

As described in Response to Comment No. 16-61, the Proposed Project would implement the police protection and emergency response measures set forth in the CSP and TMP. The preliminary CSP incorporates a variety of long-term operational strategies, and includes consideration of potential impacts resulting from concurrent multiple large scale events in the greater downtown Los Angeles area. With implementation of these plans and implementation of Mitigation Measure IV.J.1-1 requiring implementation of a MOA with LAPD, potential impacts associated with police protection services would be less than significant. The MOA will specifically ensure appropriate public safety and security deployment by the Event Center Applicant’s security resources such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service. With regard to heightened traffic levels, the TMP includes a variety of measures that address traffic levels, emergency access, and, thus, emergency response times.

As discussed above in Response to Comment No. 16-59, as significant impacts to response times and police protection services would not occur as is required by the MOA set forth in Mitigation Measure J.1.1, police protection services within surrounding areas would also not be significantly impacted by the Proposed Project.

### **Comment No. 16-63**

#### b. Overreliance on Design

With regard to Project Design Features during operation, the DEIR emphasizes the “Design Out Crime” guidelines, suggesting that the issues created by the surge in population, traffic, and congestion during an event day can be eased primarily through the use of design and technology. Further, providing that a Unified Field Command Center will compensate for lack of resources by allowing increased coordination. It is claimed that the field center would allow monitoring of pedestrian, transit, vehicle traffic, and other events as they unfold and would be designed “to supplement or augment the existing camera center located within the STAPLES center and existing operations and management centers of each of the agencies.” (DEIR, Public Services – Police Protection, p. IV.J.1-13.) Moreover, the operations center would be staffed with “trained security personnel” to monitor video feeds from surveillance cameras in and around the venue.” (DEIR Public Service – Police Protection, p. IV.J.1-14.)

Yet these measures have their limitations. A perfect example is the much criticized and flawed camera system that LAPD has used in downtown and MacArthur Park areas.<sup>75</sup> The long-term burden for securing of a project of this magnitude will ultimately fall on foot patrols and officers in the area.

<sup>75</sup> Los Angeles Times, *December 24, 2011, LAPD Botched use of Downtown Crime Cameras*

### **Response to Comment No. 16-63**

The project design features and mitigation measures proposed do not over rely on design. Rather, as discussed in Response to Comment No. 16-59, in addition to design crime out features, other measures within the CSP include continuations of existing security features; contribution of funds to the Business Improvement District (BID) for security patrols in the Project Area; measures for crowd control; measures for traffic and pedestrian flow, measures for event management, including a Unified Field Command Center; measures for terrorist attack response; and unified emergency responses programs. In addition, as part of the Proposed Project, a TMP will be implemented that includes features that address emergency access and traffic flow, as well as measures to reduce parking and traffic impacts in the areas surrounding the Project Site. Mitigation Measure IV.J.1-1 requiring a MOA will also be implemented as part of the Proposed Project

that will ensure appropriate public safety and security deployment by the Applicant's security resources such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service. As discussed above, the MOA includes provisions for a Police Captain, support staff, and the Applicant's use of uniformed off-duty LAPD officers and the LAPD deployment of on-duty uniformed resources. The MOA will also provide for scaled levels of police and security staffing based on factors such as crowd size, historical data, and event type. Thus, with implementation of the project design features and mitigation measures, the Proposed Project would not have a significant impact on police protection services within the Project Site and surrounding vicinity.

### **Comment No. 16-64**

#### **J. Public Services – Fire Protection**

##### *1. Impacts*

The DEIR concludes that the impacts on the Los Angeles Fire Department (LAFD) services will be reduced to a "less than significant level". This conclusion is based on flawed assumptions about current capacity. The Los Angeles City CEQA Thresholds Guide requires inquiry into several areas: whether the project would interfere with an emergency response plan or emergency evacuation plan; whether it would expose people or structures to significant risk of harm; and whether it would require construction of new or medication of existing fire stations in such a way that it might cause environmental impacts in order to "maintain acceptable service ratios, response times or other performance objectives for fire protection." (L.A.CEQA Thresholds Guide K.2-1).

The DEIR fails to fully analyze these elements. Instead, the City submits that with the implementation of certain project design features, the participation of LAFD in the Comprehensive Security Plan, and LAFD staffing of the Unified Command Center, potential impacts both long term and during construction would be reduced to less than significant. The DEIR attempts to minimize at every turn the likely impact that a drain on LAFD resources will have on the immediate central city area as well as the surrounding communities. To be compliant with state law, an EIR "must contain facts and analysis, not just the agency's bare conclusions or opinions." (*Citizens of Goleta Valley*, (1990) 52 Cal. 3d 553, 568.) What analysis is provided in the DEIR is based on flawed data (such as LAFD response times) and assumes, without basis, that no expansion of existing fire infrastructure will be required.

**Response to Comment No. 16-64**

Sections IV.J.1, Public Services—Police Protection, and IV.J.2, Public Services—Fire Protection, of the Draft EIR address each of the issues raised in the comment. Specifically, Proposed Project impacts with regard to emergency conditions that may arise at the Project Site or on an areawide or Citywide basis are addressed on pages IV.J.1-22 and IV.J.1-23 of the Draft EIR. As Project impacts with regard to fire protection are less than significant, construction and operation of the Proposed Project would not result in exposing people or structures to a significant risk of harm. The analysis of the Proposed Project's potential impacts with regard to City Fire Department facilities and equipment is presented on pages IV.J.2-12 through IV.J.2-14 of the Draft EIR, whereas the analysis of potential impacts with regard to City Fire Department response distance and access is presented on pages IV.J.2-14 and IV.J.2-15 of the Draft EIR. The conclusions of each of these analyses is that with the implementation of the Applicant's proposed project design features, potential impacts would be reduced to a less than significant level. Further, the analyses provided in Sections IV.J.1, Public Services—Police Protection, and IV.J.2, Public Services—Fire Protection, of the Draft EIR, adequately address all of the requirements set forth in the City's CEQA Thresholds Guide and the CEQA Guidelines.

The analysis of potential impacts on fire protection services provided in Section IV.J.2, Public Services—Fire Protection, of the Draft EIR was prepared in consultation with LAFD and based on data provided by LAFD. Moreover, Project Design Feature J.2-9 requires development of a Fire Life Safety Resources Management Plan in consultation with, and approved by, the LAFD, prior to issuance of a certificate of occupancy for the Event Center. In the development of this plan, the Applicant and LAFD shall consult regarding the need for personnel, equipment and facilities. As part of the Plan, the Applicant shall provide funding as needed for event-day deployment of personnel and equipment in a manner that is appropriate to the type and size of events at the Event Center and consistent with measures undertaken for other large attendance venues. The Fire Life Safety Resources Management Plan shall be updated from time to time based on information that may be learned during operation of the Proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development. Implementation of this and the other project design features will ensure that the Proposed Project's impacts with regard to fire protection services during construction and operations would be reduced to a less than significant level.

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**Comment No. 16-65**a. Thresholds of Significance

The City acknowledge that a project would normally have a significant impact on fire protection services if a new station-expansion, consolidation or relocation were required to maintain service. City Planning, along with LAFD has determined that this threshold should be applied due to the nature of the project.

The DEIR, however, relies on the fact that there are four other stations that would serve the Project Site at a distance of less than two miles. The DEIR claims that this is more than adequate to meet the threshold, as no additional station would have to be built. Yet, at the same time, the DEIR concedes that economic conditions have resulted in greatly reduced revenues and cutbacks to city services, including LAFD, which saw its budget cut by 12 percent. (DEIR, IV.J.2-6). The demands of a large venue and the population surge and traffic it will undoubtedly generate, will strain resources for the immediate area and the surrounding neighborhoods.

**Response to Comment No. 16-65**

Issues relating to the adequacy of City Fire Department facilities and resources to meet the demands generated by the Proposed Project are addressed in Response to Comment No. 16-64. As concluded therein, with the implementation of the Applicant's proposed project design features potential impacts would be reduced to a less than significant level.

**Comment No. 16-66**b. Surrounding Neighborhoods have some of the Highest Population Densities in the City of Los Angeles

The DEIR acknowledges, to a certain extent, that other related projects currently underway (140 overall, 133 of which were described in the EIR as discussed above), have the potential to "increase the cumulative demand for LAFD resources". (DEIR IV.J.2-16). However, in the very next sentence the DEIR declares that the projects would each be located within "an acceptable distance of one or more existing fire stations" and therefore the cumulative impacts, "involving distances to fire stations" would be less than significant. (*Ibid.*) The City relies on LAFD criteria set for determining whether a location receives adequate fire protection services within the Downtown Los Angeles area. They submit that as long as a project is within three-quarters of a mile from an engine company and one mile of a truck company, it complies with this criterion and no further resources are required.

The DEIR point out that Fire Station No.10, is both an engine and truck company and only 0.6 miles from the Project Site.

This assessment ignores the realities of the surrounding communities however. the DEIR concede that Fire Station No. 10 is operating “beyond full capacity.” DEIR IV.J.2-1. Although not explicitly stated in the DEIR, resources would be drawn from the other four stations that would serve the Project Site based on distance (Fire Stations Nos. 11-Westlake/MacArthur Park; No. 13-Pico Union; No. 3-Bunker Hill; No. 9 Central City). These areas rank highest among neighborhoods in terms of population density, with Westlake ranking second out of 265 neighborhoods at 38,215 persons per square mile, and Pico-Union a close fourth with 25,352 persons per square mile<sup>76</sup>. To assume that any diversion of fire and emergency resources from these surrounding neighborhoods, however temporal, will not have a significant impact on the ability to meet their basic fire protection needs is simply misguided.

<sup>76</sup> *Los Angeles Times Mapping Project at <http://projects.latimes.com/mapping-la/neighborhoods/population/density>.*

### **Response to Comment No. 16-66**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Issues relating to the adequacy of City Fire Department facilities and resources to meet the demands generated by the Proposed Project are addressed in Response to Comment No. 16-64. As concluded therein, with the implementation of the Applicant’s proposed project design features potential impacts would be reduced to a less than significant level. In addition, the analysis of cumulative impacts also concludes that Proposed Project development would have a less than significant cumulative impact (see pages IV.J.2-15 through IV.J.2-17 of the Draft EIR).

### **Comment No. 16-67**

#### **c. Fire Department Response Times are Over Estimated**

Assumptions in the DEIR are also flawed in that they rely response times by the LAFD that have already been determined to be inaccurate. The DEIR lists average response times for each station within the vicinity of the Project Site. It notes, for example, that response times for the five fire stations within two miles of the proposed project site range from three minutes, fifty three seconds (3:53) to four minutes, fifty five seconds (4:55)<sup>77</sup>. Yet these response times were recently discovered to be overinflated<sup>78</sup>. While much lower response times had been reported by the LAFD, in reality, the department only met the five-minute goal for responses 64% in 2008, before severe cuts were imposed and only 60% of the

time since cuts have been made<sup>79</sup>. This is far below the 90% goal established by the National Fire Protection Association<sup>80</sup>.

<sup>77</sup> While the DEIR notes, in reference to Table IV.J.2-2, that the source for given response times is LAFD written correspondence dated August 2011 “updated March 2012”, there is not reference in Appendix U-Public Service Letters, to any updated material.

<sup>78</sup> *Los Angeles Times*, L.A. Fire Chief Offers New Explanation for Flawed Response Time, *March 21, 2012* by Robert J. Lopez and Kate Linthicum; See also *Los Angeles Times*, Mayor Seeks New LAFD Ambulances, Expert to Review Response Times, *March 22, 2012* by Kate Linthicum.

<sup>79</sup> Ibid.

<sup>80</sup> *Fire Service Performance Measures, National Fire Protection Association Fire Analysis and Research Division, November 2009.*

This flawed data calls into question both the methodology and the findings the DEIR uses to analyze the true environmental impacts that the Proposed Project will likely have on fire protection resources. The DEIR concludes that no significant impact will befall the surrounding community simply because the project site is within a mile of an existing fire station. Rather than rely on flawed data, the DEIR should provide analysis of how the swells in population created by the proposed project will likely result in further strains on a fire suppression system already showing signs of weakness by failing to meet national goals for response times. In light of current budgetary reality, the project is likely to have a significant impact on the surrounding communities and the DEIR failed to consider how new or altered fire facilities may be necessary to meet the City’s basic safety needs.

### **Response to Comment No. 16-67**

The response time data presented in Section IV.J.2, Public Services—Fire Protection, of the Draft EIR was provided by the City of Los Angeles Fire Department (City Fire Department) and verified as accurate by the City Fire Department after the release of the newspaper article referenced in this comment. As such, the data presented in the Draft EIR represents the best available information with regard to fire station response times for the fire stations located in the Project area.

### **Comment No. 16-68**

#### *2. Mitigation*

The DEIR offers only limited mitigation measures that center primarily on the assumption of further participation from an already struggling LAFD. The DEIR claims that along with LAFD’s participation in the Proposed Project’s Comprehensive Security Plan and staffing of the Unified Command Center, impacts on LAFD services would be reduced to less than significant level. (DEIR IV.J.2-19). Several of the Project Design Features proposed,

however, assume LAFD capacity. These include: fire inspectors being assigned to the Project Site as needed during relevant construction phases; plot plan submitted to LAFD for approval; fire lanes to accommodate LAFD equipment; identification of fire hydrants; a communications plan with LAFD; and a Fire Life Safety Resources Management Plan to be approved by LAFD prior to issuance of certificate of occupancy. With few exceptions, each of these proposed design elements relies almost entirely on an LAFD operating at full capacity and with the sufficient personnel to meet the needs of both the construction, review and operation stages of the proposed project. The DEIR is devoid of any analysis of what happens if the LAFD simply does not have the resources to meet both the project sites needs as well as the needs of the surrounding community.

#### **Response to Comment No. 16-68**

The City Fire Department's determination of their ability to meet the fire protection needs of the Proposed Project is based on their existing available resources rather than based on the City Fire Department operating at full capacity as suggested by the comment. Moreover, it is speculative to assume that the LAFD would operate in a manner where it would not have the resources to meet both the Project Site's needs, as well as the needs of the surrounding community.

#### **Comment No. 16-69**

#### **IV. Alternatives**

The DEIR presents a skewed discussion of the alternatives. Under CEQA:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives... [I]t must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation...”

“The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives...”

“The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison...”

“The specific alternative of ‘no project’ shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project...”

“When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the ‘no project’ alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.”

(CEQA Guidelines, § 15126.6, subds. (a), (c), (d), & (e)(1)-(2).)

#### **A. The EIR Fails to Broadly State the Project Objectives and Fails to Provide a Reasonable Range of Alternatives**

The DEIR’s Analysis of Alternatives falls short of legal requirements under CEQA. Most notably, the Project objectives are impermissibly narrow, eliminating any discussion and analysis of viable and reasonable alternatives. California case law provides that project objectives should be broadly stated to assist in the development and evaluation of project alternatives. (*California Oak Foundation v. Regents of University of California* (2010) 188 Cal.App.4th 227 (2010) [holding that objectives stated broadly serve the purpose of assisting in the development and evaluation of a reasonable range of alternatives]; *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143 [The stated objectives should be broad enough to permit a reasonable range of alternatives.].) The City has intentionally drafted the objectives in such a specific and narrow way that they could describe only one possible project, at one location, and inherently exclude feasible alternatives. (See Project Description discussion, *supra*.) The true range of alternatives is much broader than the DEIR has included; its framing of the objectives artificially limited any discussion of alternatives. By so narrowly defining the Project objectives, the DEIR fails to set forth a reasonable and good faith discussion that would enable the public to discern from the DEIR the “analytic route the agency traveled from evidence to action.” (*California Oak Foundation*, 188 Cal. App. 4th at 262.)

The City presumes, in error, that in identifying reasonable alternatives subject to analysis, every one of its specific objectives need be met. This is not the standard. The DEIR must

“describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project.” (CEQA Guidelines § 15126.6, subds. (a) [emphasis supplied]; see also *San Bernardino Valley Audubon Soc’y v. County of San Bernardino* (1984) 155 Cal. App. 3d 738, 750 [An EIR must discuss “all reasonable alternatives” to the project].) The City must analyze a reasonable range of alternatives.

### **Response to Comment No. 16-69**

The analysis of alternatives provided in Section V. Alternatives of the Draft EIR fully complies with CEQA requirements, including the requirements set forth in this comment. The project objectives specifically comply with Section 15124 (b) of the CEQA Guidelines that requires a statement of objectives sought by the proposed project that is clearly written and includes the underlying purpose of the project. As provided in Section II, Project Description, and Section V, Alternatives, of the Draft EIR, the discussion of project objectives commences with the underlying purpose of the Proposed Project and then continues to clearly provide the objectives of the Proposed Project that would implement the underlying purpose. The City, as Lead Agency, identified the project objectives based on input from the Applicants. These Objectives include objectives pertaining to the Event Center, objectives pertaining to the New Hall, and more general City planning objectives consistent with the City’s General Plan and regional planning documents. With regard to the range of alternatives, Section V, Alternatives, of the Draft EIR also evaluates a reasonable range of alternatives as required by CEQA. Specifically, the analysis evaluates seven alternatives to the project that include varying uses and sizes of buildings to determine whether these alternatives would avoid or substantially lessen the significant effects of the Proposed Project in accordance with Section 15126.6 of the CEQA Guidelines while still accomplishing most of the basic Project Objectives. These include Alternatives that are intended to meet specific Project Objectives pertaining to the Convention Center and implementation of the City’s General Plan. The number of alternatives analyzed in the Draft EIR exceeds the number of alternatives typically included in a draft EIR. In addition, the analysis does not assume that each and every one of the project objectives needs to be met when determining the feasibility or reasonableness of the alternatives.

### **Comment No. 16-70**

#### **B. Superior Alternatives for Development are Possible, Including Alternative Locations Erroneously Discounted and Deemed “Infeasible”**

The balancing of various factors must be taken into account in assessing the feasibility of off-site alternatives. (See CEQA Guidelines § 15126.6, subd. (f)(1) [including site suitability; economic viability; availability of infrastructure; general plan consistency; other

plans or regulatory limitations; jurisdictional boundaries; whether the project proponent owns the site or can acquire, control or have access to it].) The DEIR lacks specific findings and fails to adequately describe the attributes of the alternative sites or explain their infeasibility. The DEIR discusses four alternative sites, but focuses almost singularly on the relocation of the Event Center as an effect; it does not consider or discuss potential benefits for these different sites, their attributes, or provide (in some sites) any indication of why the site would not work.

A revised EIR must be prepared that considers other locations and provides the attributes of the alternate site and why it would or would not be a feasible alternative. *San Bernardino Valley Audobon Society, Inc. v. County of San Bernardino*, 155 Cal.App.3d 738, 752-754 (1984) [finding the EIR to be inadequate as it failed “to make specific findings regarding the alternative site location mentioned in the EIR.”.] The alternative locations must be analyzed with the specificity required and similarly to the other alternatives set forth in the EIR. There is no explanation given as to why alternative locations are infeasible, other than that such other locations would not result in a modernizing of the convention center. There is no significant evidence in the DEIR showing that same financing plan, which appears to be repayment of public bonds through revenue from the stadium in the form of signage rights or other means, could not be used to modernize the convention center, especially if the stadium is still housed on public lands such as the Coliseum and would involve the granting of valuable signage rights by the City. The DEIR does state that a “private developer, including the Event Center Applicant, would not finance the West Hall unless it can construct the Event Center [stadium],” thereby causing risk to the City’s General Fund. (DEIR, Summary, p. 1-171.) It is unclear what this statement is based on and it is not clear why the stadium portion of the Project could not be built elsewhere and there could still be the modernization of the convention center. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 736 [A project sponsor may not limit its ability to implement the project in a way that precludes it from implementing reasonable alternatives to the project.])

The DEIR states that the City determined that past stadium proposals for the cities of Carson and Irwindale were no longer viable, and thus need not be considered. The DEIR further discounts the Rose Bowl and City of Industry stadium plan as being outside the City of Los Angeles, and also discounts the Rose Bowl and Coliseum as existing venues that “would generate only a fraction of the construction jobs as the Proposed Project.” (DEIR, Alternatives, p. V-23.) There is no explanation of why the factor – the exact number of construction jobs at the Proposed Project – which is not a project objective or sub-objective, is a consideration that weighs in favor of not analyzing reasonable alternatives. (See DEIR, Project Description, p. 1120 [sub-objective to create thousands of construction jobs].) The DEIR does not show why thousands of construction jobs would not result from construction of the stadium at another location.

**Response to Comment No. 16-70**

Section V.4.c of the Draft EIR considers four potential alternative sites for the Event Center: Dodger Stadium; the Rose Bowl; the Los Angeles Memorial Coliseum, and the City of Industry site. Consistent with CEQA Guidelines Section 15126.6, each such site was analyzed based on a number of factors, including the Event Center Applicant's ability to acquire or control the site and the alternative site's ability to meet the project objectives and substantially lessen the significant impacts of the Proposed Project. For the reasons set forth on pages V-17 to V-23 of the Draft EIR, each of the four alternative sites was considered infeasible for a number of reasons, including but not limited to failure to meet the project objective to modernize the Convention Center. The Event Center Applicant will construct the Event Center solely with private financing. The City proposes to issue bonds for the construction of the New Hall. Payments by the Event Center Applicant will cover 73 percent of bond payments, and 27 percent of net new tax revenues generated by the Event Center would cover the remainder. The Event Center Applicant has informed the City that it would not make such payments, and there would be no new tax revenues, unless the Event Center Applicant is able to develop the Event Center. If the Event Center applicant does not make the bond payments, the City would have to make the payments out of General Fund revenues. Given its current fiscal difficulties, the City does not currently have the funds to make such payments. Therefore, it is highly unlikely that the Convention Center would be modernized in the foreseeable future unless the Event Center is developed.

In addition, as set forth in the Draft EIR, the Event Center Applicant does not have ownership or control of the alternate sites referenced in the comment.

As noted in the comment, both the Rose Bowl and Coliseum are existing venues. While each would need to be renovated to accommodate an NFL team, the scope of this work would be far less than the work necessary to develop the Proposed Project. For example, the Proposed Project would require demolition of 462,201 square feet of existing facilities at the Convention Center, site clearing, substantial grading and excavation, foundation work and ground up construction, including erection of structural steel and numerous concrete pours, of over 2,250,000 square feet of floor area of new structures, together with two new parking garages totaling 3,878 spaces, plus interior work. The renovation of the Rose Bowl and Coliseum would involve only limited demolition and construction within the existing stadium bowls. Due to the substantially greater scope of work, the Proposed Project would generate substantially more construction jobs than the renovation of either alternative site. Therefore, the Rose Bowl and the Coliseum would meet the referenced project objective to a much lesser extent than the Proposed Project.

**Comment No. 16-71***1. Los Angeles County Memorial Coliseum*

The DEIR admits that this location could accommodate the NFL's requirements. Due to the vague and unnamed "difficulties involved in financing a renovated Coliseum," no agreement has been reached with NFL. The DEIR concludes that the Coliseum is "not available" because of a 2008 agreement with USC that reserves USC as the key football user of the Coliseum for another 47 years. However, the DEIR provides no indication as to whether this agreement precludes use by another team or what "key" means in this context. There is no description of the attributes of this location. There is no discussion about whether any significant effects of the project would be avoided or substantially lessened by housing the NFL team at the Coliseum as an alternative site. These infeasibility findings are not supported by substantial evidence per CEQA. (*California Native Plant Society*, 177 Cal. App. 4th at 982.)

**Response to Comment No. 16-71**

As set forth in the Draft EIR, the Event Center Applicant does not own or control the Coliseum Site and could not feasibly obtain such ownership or control for the purpose of bringing one or two NFL franchises to Los Angeles. The Los Angeles Memorial Coliseum Commission has approved a lease with USC that gives USC control of the facility until 2054. The lease requires USC to cooperate with any request by the City of Los Angeles, County of Los Angeles, and/or State of California for use of the Coliseum on a temporary basis by not more than one NFL football team at any one time, but not provide for long term use by an NFL team or use by more than one NFL team.<sup>22</sup> Refer to Response to Comment No. 12-7.

In addition, the Coliseum would not meet the project objective to modernize the Convention Center, including revitalizing the Convention Center by creating a larger and more efficient contiguous exhibit and meeting space, substantially improving the Convention Center's national ranking among convention centers in terms of Rentable Area and modern facilities, and increasing the number of annual events, the majority of which would be trade shows and conventions (attracting largely out-of-town visitors). Nor would the Coliseum achieve the project objectives to: (a) construct a multi-purpose Event Center consistent with adjacent convention and sports and entertainment uses; (b) develop a project that is consistent with the ongoing revitalization of the nearby area and downtown;

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<sup>22</sup> Website [www.lacoliseum.com/joomla/images/colcomm/4-24-12revisedlease.pdf](http://www.lacoliseum.com/joomla/images/colcomm/4-24-12revisedlease.pdf), accessed August 25, 2012

and (c) locate the Event Center at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors a viable alternative to the automobile, or meet the financial and economic objectives, including to finance construction of the New Hall at no risk to the City's General Fund. For these reasons, the Coliseum site was deemed an infeasible alternative to the Proposed Project.

Because the Coliseum was rejected from further consideration as infeasible, CEQA does not require any further analysis. Please note, however, that unlike the Proposed Project the Coliseum is not located at an existing and expanding regional transit hub served by multiple local and regional rail and bus lines that would offer spectators a viable alternative to the automobile. Therefore, it is likely that the percentage of attendees traveling to the Coliseum site by automobile would be greater than under the Proposed Project. This means that operational traffic, mobile noise, and mobile air quality impacts would likely be greater than those under the Proposed Project.

### **Comment No. 16-72**

#### *2. Pasadena Rose Bowl*

The EIR admits this location could accommodate the NFL and in fact has hosted "five NFL Super Bowls." (DEIR, Alternatives, p. V-20.) However, its location "surrounded by single-family residential neighborhoods has led to severe constraints on the facility's use as a sporting venue." No other information on this point. The DEIR further states that in October 2010, lease extensions were signed making UCLA the football tenant at the Rose Bowl through 2042. (*Ibid.*) The Rose Bowl is, therefore, "not available." (*Ibid.*) There is no explanation of why this is "not available," similarly to the Coliseum. The DEIR does state that the "Rose Bowl might be made available as an interim site for NFL games." (DEIR, Alternatives, p. 20.) City of Pasadena is currently conducting a CEQA review of potential modifications to use of Rose Bowl; any future modifications would require approval from Pasadena City Council. (*Ibid.*)

The DEIR does not conduct a thorough analysis of the Rose Bowl as a possible alternative site for an NFL stadium. It does not discuss whether any significant impacts of the project would be avoided or substantially lessened by housing the NFL team here as an alternative site, and yet concludes that the site is "infeasible." These infeasibility findings are not supported by substantial evidence as required. (California Native Plant Society, *supra*, 177 Cal. App. 4th at 982.)

**Response to Comment No. 16-72**

As set forth in the Draft EIR, the Event Center Applicant does not own or control the Rose Bowl site and could not feasibly obtain such ownership or control for the purpose of bringing one or two NFL franchises to Los Angeles. Moreover, the Rose Bowl would not meet the underlying purpose of the Proposed Project to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. Nor would it meet the project objective to modernize and enhance the marketability of the Convention Center. In addition, the Rose Bowl is not located near convention, sports, or entertainment uses and, therefore, would not meet the project objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses, or the project objectives to promote the City's General Plan goals, objectives and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, or design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles.

Unlike the Proposed Project, the Rose Bowl is not located at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors a viable alternative to the automobile. In addition, the Rose Bowl is not as well located as the Project Site in terms of its location at the regional freeway hub for the Metropolitan Los Angeles Area, served by seven freeways and 45 freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local transportation system. Therefore, the Rose Bowl would not meet the project objective to take maximum advantage of existing and planned transportation infrastructure and efficiently utilize existing parking resources to conserve resources, reduce environmental impacts and improve access.

The Rose Bowl site is located outside the City of Los Angeles. The Rose Bowl is an existing venue and, therefore, would generate only a fraction of the construction jobs as the Proposed Project. Refer also to Response to Comment No. 16-70. Selection of the Rose Bowl site would not modernize the Convention Center and attract additional trade shows and conventions attracting out-of-town visitors. Refer also to Response to Comment No. 16-70. Therefore, the Rose Bowl site would not meet the project objectives to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism.

For these reasons, the Rose Bowl site was deemed an infeasible alternative to the Proposed Project.

Because the Rose Bowl was rejected from further consideration as infeasible, CEQA does not require any further analysis. Please note, however, that unlike the Proposed Project, the Rose Bowl is not located at an existing and expanding regional transit hub served by multiple local and regional rail and bus lines that would offer spectators a viable alternative to the automobile. Therefore, it is likely that the percentage of attendees traveling to the Rose Bowl site by automobile would be greater than under the Proposed Project. This means that operational traffic, mobile noise, and mobile air quality impacts would likely be greater than those under the Proposed Project.

### **Comment No. 16-73**

#### *3. City of Industry*

In 2009, the Governor signed legislation that provided a CEQA exemption for the City of Industry football stadium proposal in response to objections and a lawsuit regarding the Supplemental EIR. The project's developer will not begin construction, however, until obtaining a commitment from an NFL team. (DEIR, Alternatives, p. V-20-21.) However, this location is adequate and feasible for the Project's goals. Nonetheless, the EIR states, without any explanation: "The Industry site is not available to the Event Center Applicant as an alternative site for the Event Center." This provides absolutely no discussion or ability to analyze this location, violating the principle that "the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions." (*Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935.) This also does not consider whether the project proponent can reasonably acquire, control, or otherwise obtain access to the site if the proponent does not own the site. (CEQA Guidelines § 15126.6, subd. (f)(1).)

This location would meet the goal of constructing a football stadium, but according to the EIR "would not meet many of the other Project objectives.... Would not revitalize the Convention Center... Would not meet objectives related to locating the Proposed Project at an existing and expanding regional transit hub.... Would not encourage use of public transit." (DEIR, Alternatives, p. V-21.) There is no discussion of the attributes of this location, why public transit could not be encouraged or why revitalization of the Convention Center must be accomplished at the expense of all other goals. This analysis does not explain why the location is "not available" and does not discuss whether any significant effects of the project would be avoided or substantially lessened by housing the NFL team here as an alternative site. The EIR suggests there would be irritation to Diamond Bar and Walnut but there is a settlement agreement with them and no further information is given to assess this issue. These infeasibility findings are not supported by substantial evidence as required. (*California Native Plant Society, supra*, 177 Cal. App. 4th at 982.)

**Response to Comment No. 16-73**

As set forth in the Draft EIR, the Event Center Applicant does not own or control the City of Industry site and could not feasibly obtain such ownership or control for the purpose of bringing one or two NFL franchises to Los Angeles. The City of Industry site is controlled by another developer who has, since 2009, been seeking to bring an NFL team to Southern California. As set forth in the Draft EIR, the City of Industry site would not meet the underlying purpose of the Proposed Project to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. The City of Industry site would not meet the project objective to modernize and enhance the marketability of the Convention Center. In addition, the City of Industry site is not located near convention, sports, or entertainment uses and, therefore, would not meet the project objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses, or the project objectives to promote the City's General Plan goals, objectives and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, or design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles.

Unlike the Proposed Project, the City of Industry site is not located at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors a viable alternative to the automobile. In addition, the City of Industry is not as well located as the Project Site in terms of its location at the regional freeway hub for the Metropolitan Los Angeles Area, served by seven freeways and 45 freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local transportation system. Therefore, the City of Industry site would not meet the project objective to take maximum advantage of existing and planned transportation infrastructure and efficiently utilize existing parking resources to conserve resources, reduce environmental impacts and improve access.

The City of Industry site is located outside the City of Los Angeles. It is likely that many of the jobs associated with the development and operation of this site would not be filled by City residents. Development of the City of Industry site would not modernize the Convention Center and attract additional trade shows and conventions attracting out-of-town visitors. Refer also to Response to Comment No. 16-70. Therefore, the City of Industry site would not meet the project objectives to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism.

For these reasons, the City of Industry site was deemed an infeasible alternative to the Proposed Project.

Because the City of Industry site was rejected from further consideration as infeasible, CEQA does not require any further analysis. Please note, however, that unlike the Proposed Project, the City of Industry site is not located at an existing and expanding regional transit hub served by multiple local and regional rail and bus lines that would offer spectators a viable alternative to the automobile. Therefore, it is likely that the percentage of attendees traveling to the City of Industry site by automobile would be greater than under the Proposed Project. This means that operational traffic, mobile noise, and mobile air quality impacts would likely be greater than those under the Proposed Project

#### **Comment No. 16-74**

##### *4. Dodger Stadium*

The EIR concludes this location is not feasible given: substantial freeway constraints; lack of public transit hub; and loss of potential to modernize the Convention Center at no risk to City's General Fund. (DEIR, Alternatives, p. V-22.) These infeasibility findings are not supported by substantial evidence as required. (*California Native Plant Society, supra*, 177 Cal. App. 4th at 982.)

#### **Response to Comment No. 16-74**

The Dodgers were recently sold for \$2.15 billion,<sup>23</sup> with the former owner refusing to cede control over the stadium parking lots.<sup>24</sup> Therefore, Dodger Stadium is not available to the Event Center Applicant as an alternative location for the Event Center. As set forth in the Draft EIR, Dodger Stadium would not meet the underlying purpose of the Proposed Project to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. Dodger Stadium would not meet the project objective to modernize and enhance the marketability of the Convention Center.

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<sup>23</sup> Website [www.forbes.com/sites/briansolomon/2012/03/29/2-billion-dodgers-sale-tops-list-of-most-expensive-sports-team-purchases-ever/](http://www.forbes.com/sites/briansolomon/2012/03/29/2-billion-dodgers-sale-tops-list-of-most-expensive-sports-team-purchases-ever/), accessed July 29, 2012.

<sup>24</sup> Website <http://latimesblogs.latimes.com/dodgers/2012/02/rick-caruso-joe-torre-withdraw-from-dodgers-bidding.html>, accessed July 29, 2012.

For these reasons, Dodger Stadium was deemed an infeasible alternative to the Proposed Project.

### **Comment No. 16-75**

#### *5. Near Union Station*

One category of alternative sites that is not considered in the DEIR are other locations in downtown Los Angeles. There are a number of sites throughout that could potentially achieve the Proposed Project's very narrow objectives. For example, some of the Project's objectives include:

"Locate the Project at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors and employees a viable alternative to the automobile."

"While encouraging transit, nonetheless locate the Project at the regional freeway hub that is well served by multiple freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local system."

"Develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provide civic, cultural, and sporting amenities that serve a wide range of public interests in the City and the region."

(DEIR, Project Description, pp. 18-20 [sub-objectives].) These purposes could be achieved by locating the football stadium on a site near Union Station. In that area there is the convergence of freeway access and multiple forms of transit, including the rail and bus lines that connect the City to other local, regional, and state wide centers. (See, e.g., DEIR, Transportation, pp. IV.B.1-9, IV.B.1-10, and IV.B.1-25; see generally *Id.*, Transportation, p. 309, Figure IV.B.1-14 [a partial depiction of Union Station's accessibility to surrounding freeway systems].) Furthermore, there may be public and industrial land that could be further developed outward without causing harm to residential communities. As for maintaining access of the convention center to the event center, the DEIR in its Transportation analysis discusses measures that would provide "a direct connection to Patsaouras Transit Plaza at Union Station." (DEIR, Transportation, p. IV.B.1-48.)

The DEIR must consider a location near Union Station as a reasonable alternative location.

**Response to Comment No. 16-75**

None of the other prospective sites for the Event Center suggested in the comment would provide the dual advantage of proximity to both mass transit and the existing Los Angeles Convention Center. Further, the Project Site is one of the best transit-served locations in the region and takes full advantage of the billions of dollars the public has invested in the region's mass transit system. While Union Station area offers excellent transit access, it is not near the Convention Center and is not owned by the City or the Project Applicant. Refer also to Response to Comment No. 14-35 regarding the infeasibility of Union Station as an alternative site for the Event Center.

Other large sites, such as the Cornfields or the Union Pacific transfer yards to the north, are not available for a stadium use and do not have comparable freeway, roadway, transit, or parking infrastructure readily accessible to that found at the Project Site. In addition, none of these sites are adjacent to the Convention Center. Moreover, the Event Center Applicant does not own or control any of these other sites.

For these reasons, Union Station or other sites near Union Station are not a feasible alternative location for the Proposed Project.

**Comment No. 16-76****C. The Discussion of Alternatives Revolves Around the Impermissibly Narrow Project Objectives and Must be Re-Done With Broader Objectives**

The EIR put forth seven (7) alternatives. Most of which are inadequately analyzed.

*ALTERNATIVE NUMBER 1: NO PROJECT ALTERNATIVE*

"The specific alternative of 'no project' shall also be evaluated along with its impact.... The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project... If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed.... After defining the no project alternative using one of these approaches, the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

(CEQA Guidelines § 15126.6, subd. (e)(1).) The EIR does not discuss, as required, whether disapproval would result in predictable action by others. The DEIR itself notes that project approvals have already been granted for an NFL stadium in the City of Industry. A predictable result of a failure to approve the Proposed Project would be the construction of an equivalent stadium there, yet this is not discussed under Alternative Number 1. Nor does the EIR discuss what would reasonably be expected to occur in the foreseeable future if the project were not approved. This prevents an informed decision-making process about whether or not Alternative 1, and the avoidance of substantial environmental impacts, would be preferable.

*ALTERNATIVE NUMBER 2: NO PROJECT – BUILDOUT PER EXISTING APPROVALS*

The analysis of Alternative 2 is not sufficiently robust to allow for an evaluation of the relative merits and public participation. (CEQA Guidelines § 15126.6, subd. (a); *Laurel Heights, supra*, 47Cal.3d at 406.) Where, as here, there is a conclusory discussion of hypothetical alternatives, this is insufficient. (*Id.* at 404.) This can be particularly true when assessing a reduced-size alternative. (See *Preservation Action Council v. City of San Jose* (2006) 141 CA 4th 1336, 1355.)

**Response to Comment No. 16-76**

The Draft EIR does not need to consider the possibility that a stadium would be constructed at the City of Industry site if the Proposed Project is not approved, as suggested in the comment. The City of Industry project was the subject of its own EIR and does not need to be considered in this EIR. Moreover, development of a stadium at that site is speculative. The City of Industry project was approved in 2009, before the Proposed Project was announced, yet the NFL has not approved relocation of a team to that site. The site remains undeveloped to date, and the developer has not announced plans to commence construction.

The EIR does include an alternative that considers what could occur at the Project site if the Proposed Project is not developed. Alternative 2, the No Project—Buildout Per Existing Approvals, consists of constructing additional Convention Center Floor Area permitted by the City's October 29, 1987, Conditional Use Permit and Convention Center related uses on a portion of the Los Angeles Sports and Entertainment District (LASED) Specific Plan area designated for this purpose. Refer to pages V-41 to V-74 of the Draft EIR.

The Commenter does not explain why the Commenter believes that the analysis of Alternative 2 is not sufficiently robust. Consistent with CEQA, the Draft EIR described the

alternative, considered each potential impact of the alternative, compared these impacts to those of the Proposed Project, and explained the relationship of the alternative to the project objectives. In addition, the Draft EIR included a broad and reasonable range of objectives approved by the City of Los Angeles. No further analysis is required.

### **Comment No. 16-77**

#### *ALTERNATIVE NUMBER 3: REDUCED INTENSITY ALTERNATIVE*

Alternative 3 is basically the same exact types of land uses as the Proposed Project, “but at a reduced size and height.” (DEIR, Alternatives, p. V-81.) Although smaller, this Alternative would still result in a stadium that is the same size as an existing, active, NFL stadium, located in a major metropolitan city. (DEIR, Alternatives, p. 75.) The DEIR concludes that “Due to the reduced intensity proposed under Alternative 3, most of the Project Objectives would be achieved but to a lesser extent than under the Proposed Project.” (Draft EIR, Summary, p. I-174.) This “lesser extent” is not adequately explained. The City does state that because “it would provide less overall new square footage and would not include a new multipurpose room of a size that can function as exhibit hall space, meeting rooms or a ballroom.... Alternative 3 would not meet the Project Objective to modernize or enhance the marketability of the Convention Center to the same extent as the Proposed Project.” (*Id.* [emphasis supplied].) Again, as with most of the DEIR’s discussions regarding the marketability of the convention center, this is not explained. The alternatives analysis must “include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” (CEQA Guidelines § 15126.6.) The DEIR’s discussion of Alternative 3 fails to meet this standard.

### **Response to Comment No. 16-77**

The Proposed Project would add 241,450 square feet of Rentable Area in the Event Center that can be used as exhibit and meeting space when the Event Center is not being used for spectator events. Alternative 3 would only add 209,785 square feet of Rentable Area in the Event Center, a 13.1 percent decrease from the Proposed Project. In addition, the New Hall would not include a ballroom. As more contiguous exhibition space and meeting rooms and a ballroom are necessary to make the Convention Center more competitive on a national basis, Alternative 3 would meet the project objective to modernize the Convention Center to a lesser extent than the Proposed Project. Moreover, Alternative 3 would not meet a number of other project objectives to the same extent as the Proposed Project. Refer to Draft EIR pages V-104 to V-105.

**Comment No. 16-78***ALTERNATIVE NUMBER 6: MAXIMUM CONVENTION CENTER ALTERNATIVE*

Under this Alternative, the New Hall would be developed as under the Proposed Project. The Event Center site would be developed with a two-level Convention Center structure located above one level of at-grade parking. The DEIR finds that “Alternative 6 would not meet the Project Objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses.... Additionally, Alternative 6 would not meet the Project Objectives to design a project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles to the same extent as the Proposed Project.” (DEIR, Summary, p. I-179.)

Again, with regard to Alternative Number 6, the EIR claims without supporting its position: “Without the Event Center, a private developer, including the Event Center Applicant, would not finance the project.... The City would not be able to undertake the cost of constructing the new Convention Center facilities and the general fund would be at risk.” (*Id.*)

**Response to Comment No. 16-78**

Refer to Response to Comment No. 16-70 regarding the infeasibility of modernizing the Convention Center without development of the Event Center.

**Comment No. 16-79***ALTERNATIVE NUMBER 7: REHABILITATION OF WEST HALL AND LIMITED EXPANSION ALTERNATIVE*

“[T]his Alternative would not meet the Project Objective to modernize, and enhance the marketability of the Convention Center to the same extent the Proposed Project would.... [T]his Alternative would not realize the Project Objective to develop a project that promotes General Plan goals, objectives and policies related to the ongoing revitalization of the nearby area and Downtown Los Angeles to the same extent as the Proposed Project.... Additionally, Alternative 7 would not meet the Project Objectives to design a project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles to the same extent as the Proposed Project.... Finally, without replacement of the outmoded West Hall and development of the Event Center, Alternative 7 would not achieve the Project

Objective to promote economic development and job creation in the Project area and greater Los Angeles area through increased private investment, event activity and tourism to the same extent as the Proposed Project.”

(DEIR, Summary, p. I-180-181 [emphasis added].) It is not stated to what degree or extent this Alternative would purportedly hamper the objectives of the Proposed Project.

### **Response to Comment No. 16-79**

The Proposed Project would result in 1,127,243 square feet of Rentable Area of exhibition space and meeting rooms that can be used for convention purposes. Alternative 7 would only result in 1,011,073 square feet of rentable area, or 10.3 percent less than the Proposed Project. Refer to Table V-32 in Section V, Alternatives, of the Draft EIR. Moreover, approximately 216,000 square feet, or 21.3 12.3 percent of the total would not be contiguous space. Refer to Response to Comment No. 16-77 and 16-80 regarding the need for additional contiguous space and a ballroom. Therefore, Alternative 7 would meet the project objective to modernize the Convention Center to a lesser extent than the Proposed Project.

In addition, Alternative 7 would only partially achieve the Project’s underlying purpose to “enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District.” It would not meet any of the project objectives pertaining to the Event Center.

### **Comment No. 16-80**

#### **D. ALTERNATIVES CONSIDERED BUT REJECTED AS INFEASIBLE**

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).... No one of these factors establishes a fixed limit on the scope of reasonable alternatives.” (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553; *Save Our Residential Environment v. City of West Hollywood* (1992) 9 Cal.App.4th 1745, 1753, fn. 1.)

“If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR.” CEQA Guidelines. “If an agency finds certain alternatives to a proposed project to be infeasible, the agency’s analysis must explain in meaningful detail the reasons and facts supporting that conclusion.... The infeasibility findings must be supported by **substantial evidence**.” (*California Native Plant Society*, 177 Cal. App. 4th at 982 [emphasis supplied].)

#### 1. Event Center with 54,000 Seats

This alternative would entail a lower intensity with the Event Center being reduced by 25%, with 54,000 seats instead of 72,000 seats (less than Alternative 3). The DEIR rejects this because this would not attract the NFL and would not be competitive with other stadiums with over 70,000 seats. The DEIR also states 54,000 seats would not “meet the NFL’s standards,” (DEIR, Alternatives, p. V.15) and would render the Event Center incapable of hosting occasional other large events such as the Super Bowl, where seat expansion is important. The EIR states, in conclusory fashion, that this alternative would not realize the objective to develop a project that “promotes General Plan goals” to revitalize nearby area and downtown Los Angeles, and promote economic development and job creation. (DEIR, Alternatives, p. V-16). This analysis is too conclusory and does not comply with the requirement that an “environmentally superior alternative cannot be deemed infeasible absent evidence the additional costs or lost profits are so severe the project would become impractical.” (*Kings County Farm Bureau*, 221 Cal. App. 3d at 736.)

#### 2. New Hall with 375,000 (instead of 500,000) Square Feet of Floor Area

The City rejects this because it would not meet underlying purpose to “enhance the marketability of the LA Convention Center...” This analysis is too conclusory and does not comply with the requirement that an “environmentally superior alternative cannot be deemed infeasible absent evidence the additional costs or lost profits are so severe the project would become impractical.” (*Kings County Farm Bureau*, *supra*, 221 Cal. App. 3d at 736.)

DEIR should be revised and recirculated to include a legally sufficient analysis of alternatives to the Proposed Project.

#### **Response to Comment No. 16-80**

The 54,000-seat alternative would result in a stadium that is 12 percent smaller than the smallest existing stadium, Soldier Field, which first opened in 1924. The average capacity across all NFL stadiums is approximately 71,000 seats, with the 10 most recent stadiums and the stadiums in the NFL’s 10 largest cities providing an average capacity of

approximately 70,000 seats. Recent NFL stadiums in major metropolitan markets, such as FedEx Field in Washington, DC; New Meadowlands MetLife Stadium in the New York area; and Cowboys Stadium in Dallas have total seating capacities of 82,000, 82,566, and 80,000 seats, respectively, for regular season events.

Flexibility to expand seating to accommodate special events such as the Super Bowl is a core programming element of the new stadium design. Typically stadiums, including those in Dallas, Phoenix, and New Orleans, are all expandable for the Super Bowl. For example, Cowboys Stadium has a regular capacity of 80,000 seats, but can expand to 103,000 seats for a Super Bowl. A recent host of the Super Bowl, Arizona, has the ability to expand from 63,500 seats to 72,800 seats to host the event.

For these reasons, a 54,000-seat stadium would not meet the NFL's requirements. It would, therefore, not meet to the project objective to construct a state-of-the-art venue capable of attracting and maintaining up to two NFL teams, with a seating capacity that is competitive with venues in other major media markets, NFL stadiums, and with other stadium proposals in the region, or to develop an Event Center that would be expandable to host occasional major sporting events, such as an NFL Super Bowl or NCAA Final Four Tournament.

In addition, the reduced seating capacity under such an alternative would be less attractive to NFL teams, since ticket sales are an important revenue source for a team and fewer seats means less revenues to the team. In addition, a smaller stadium would put the Proposed Project at a distinct competitive disadvantage with the City of Industry stadium proposal, which is already approved for 75,000 seats expandable up to 80,000. Refer also to Response to Comment No. 14-33, for reasons why a smaller stadium would not fulfill the project objectives regarding the Convention Center.

The underlying purpose of the Proposed Project is to "enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi- purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District." The marketability of the Convention Center can be increased by modernizing the facilities, adding amenities such as a ballroom, and, most importantly, by providing more contiguous exhibition space that would enable the Convention Center to attract larger conventions that require more contiguous space.

The Proposed Project would result in 1,127,242 square feet of Rentable Area of exhibition space and meeting rooms that can be used for convention purposes. Under the alternative, the available Rentable Area would total 815,274 square feet, including use of the Event Center for meeting and exhibit uses. As a result the available Rentable Area

would be 8 percent *smaller* than the existing Convention Center. This would make it even more difficult to attract larger conventions and would degrade, rather than enhance the marketability of the Los Angeles Convention Center.

Contrary to the comment, alternatives can be rejected as infeasible for other than economic reasons. California CEQA Guidelines Section 15364 defines feasible as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” These two alternatives are infeasible not for economic reasons, but for failure to meet the basic project objectives.

### **Comment No. 16-81**

#### **Conclusion**

We urge the City to conduct the public process mandated by CEQA and SB 292, and ask that the City revise and recirculate the DEIR. We further request that this process provide the public an adequate amount of time to review the documents and provide the process necessary to allow informed decision making and governmental transparency.

Thank you for considering these comments. If you have any questions or concerns please contact Zahirah Mann at 213-640-3979.

### **Response to Comment No. 16-81**

The City has complied with the public review requirements for Draft EIRs set forth by CEQA and SB 292. The Carbon Neutrality and Trip Reduction Compliance Programs fully satisfy the requirements of SB 292. Refer to Topical Response No. 5, Senate Bill 292. The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 16-82**

See following page.



## Legal Aid Foundation of Los Angeles

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East Los Angeles Office, 5228 Whittier Boulevard, Los Angeles, CA 90022 T: (213) 640-3883  
Long Beach Office, 601 Pacific Avenue, Long Beach, CA 90802 T: (562) 435-3501  
Santa Monica Office, 1640 5<sup>th</sup> Street, Suite 124, Santa Monica, CA 90401 T: (310) 899-6200  
West Office, 1102 Crenshaw Boulevard, Los Angeles, CA 90019 T: (323) 801-7989

April 18, 2012

### *Via U.S. Mail and Facsimile*

Michael LoGrande  
Director of Planning  
City of Los Angeles Department of City Planning  
200 North Spring Street, Room 525  
Los Angeles, California 90012  
Facsimile: (213) 978-1275

*Re: ENV-2011-0585-EIR, Extension of Comment Period on Draft Environmental Impact Report for the Convention and Event Center Project*

Dear Mr. LoGrande:

On behalf of our client – Play Fair at Farmers Field – we write to request an extension of the comment period for the draft environmental impact report (Draft EIR) on the proposed Convention and Event Center Project (Project). Play Fair at Farmers Field is a coalition of member and supporter groups that work around the Project area. The coalition is focused on protecting environmental and public health in the surrounding communities, and requests an extension of the public comment period to achieve these objectives.

The California Environmental Quality Act (Public Resource Code, sections 21000, et seq. [CEQA]) and its implementing regulations (California Code of Regulations, title 14, sections 15000, et seq. [CEQA Guidelines]) are the prevailing law governing review of the proposed project. With an EIR, the lead agency is entrusted with the responsibility of “provid[ing] public agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment; [listing] ways in which significant effects of such a project might be minimized; and [indicating] alternatives to such a project.” (Pub. Res. Code § 21061; see CEQA Guidelines § 15002, subd. (a).) These requirements are real and not mere technicalities:

“As our Supreme Court has recently emphasized, ‘The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those

consequences have been taken into account. For the EIR to serve these goals it must present information in such a manner that the foreseeable impacts of pursuing the project can actually be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made.”

*(Communities for a Better Environment v. City of Richmond* (2010) 184 Cal. App. 4th 70, 79 & 80 *(citing Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449 & 450).)

In addition to what has long been the law under CEQA, within the past year there was an amendment that applies specifically to the Project (Senate Bill 292 or SB 292). (*See* Pub. Res. Code § 21168.6.5.) SB 292 provides new timelines and procedures related to the judicial and administrative process, including the timing of briefs and the requirement to hold one of the public hearings on the Project prior to finalization of the EIR. (*See ibid.*) SB 292, however, does not speak to every single requirement contained within CEQA, and therefore, where SB 292 is silent, the other provisions of CEQA and longstanding CEQA case law must control.

One such area where SB 292 is silent is the duration of time that the Draft EIR must or can be circulated for comment. As this section is silent, we look towards CEQA for guidance:

“The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days *except in unusual circumstances*. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse.”

(CEQA Guidelines § 15105, subd. (a) [emphasis supplied].) As stated in the draft, the current comment period for the Draft EIR is 45 days, which is the minimum required by law. Here, however, we have “unusual circumstances” requiring a longer circulation period. These unusual circumstances are the: extensive nature of the Draft EIR, limited judicial review provided under SB 292, limitations on the agency’s response to comments under SB 292, and the regional importance of the proposed Project. For these reasons, we ask that the comment period on the Draft EIR be extended from 45 to 90 days. This would shift the comment period from May 21, 2012, to July 5, 2012, allowing the public a fair amount of time to review and comment.<sup>1</sup>

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<sup>1</sup> Extending the comment period would also require the City to change the date of the currently scheduled public hearing on the Draft EIR. (*See* Pub. Res. Code § 21168.6.5, subd. (f)(2).)

**I. The Draft EIR is Extensive with Approximately 10,000 pages and Thirteen Volumes of Technical Appendices**

The Draft EIR for the proposed Project is lengthy – approximately 10,000 pages – and includes a significant amount of dense information. When compared to a development of similar uses, located adjacent to the proposed Project site (i.e., the Los Angeles Sports and Entertainment District draft EIR), the Draft EIR for the proposed Project includes pages and pages of additional information and will not be circulated for even a single additional day. (See Los Angeles Sports and Entertainment District, Final EIR, Comments and Response Matrix, IV, p. 84.) Furthermore, although the EIR for that project was circulated for the same time period, the lead agency, outside of its legal requirements, “accepted and considered all comments received after the closure of the comment period.” (*Compare ibid. with* Pub. Res. Code § 21168.6.5, subd. (f)(4) [“The lead agency need not consider written comments submitted after the close of the public comment period,” unless they relate to new issues raised by the agency, new information, or materials required by CEQA but not previously released by the agency].) With this, a project of similar uses but with a less lengthy EIR actually had, in effect, a longer comment period.

The period of circulation is even more problematic considering the Draft EIR finds that the Project will result in potentially significant and unmitigated impacts to: transportation, visual quality/aesthetics, historic resources, views, artificial lights, noise, air quality, and solid waste. (See Draft EIR, Summary, pp. I-17 – I-18.) “Public participation is *an essential part* of the CEQA process.” (CEQA Guidelines § 15201 [emphasis supplied].) For the Project, public participation cannot occur in earnest when the transportation analysis alone – which describes a potentially significant and unavoidable impact – is 2,371 pages of technical analysis and the review period is severely limited.

The comment period must be extended to 90 days for the agency to receive any true measure of public input.

**II. The Draft EIR is Subject to SB 292, which Requires Expedited Judicial Review and No Right of Appeal**

With SB 292, the legislature found that:

“It is in the interest of the state to expedite judicial review of the Convention Center Modernization and Farmers Field Project as appropriate while protecting the environment and the right of the public to review, comment on, and, if

necessary, seek judicial review of, the adequacy of the environmental impact report for the project.”

(Draft EIR, Appendix C, p. 3 [SB 292, § 1, subd. (h)].) This effort to expedite review requires any petition for writ of mandate be filed with the Second District Court of Appeal with a timeframe of 175 days from the date the agency files the notice of approval or determination on the Project, to the date the Court of Appeal issues its decision. (Pub. Res. Code § 21168.6.5, subd. (d).) Furthermore, there is no right to appeal. (*Ibid.*) Rather, the parties must petition for review by the California Supreme Court (*ibid.*) and the “likelihood of Supreme Court review in a Second District civil case is 1.4 percent” (Horvitz & Levy LLP, At the Lectern: Practicing Before the California Supreme Court, *available at* <http://www.atthelectern.com/the-california-supreme-courts-orders-granting-review-in-civil-cases-generally-track-the-number-of-civil-opinions-issued-by-each-appellate-district-except/>).<sup>2</sup> Meaning, once the 175 days has expired, there is a high likelihood that review of the Project will end. This is in sharp contrast with the traditional CEQA timeline where there is a timeframe of 240 days from the date the agency files the notice of approval or determination to the date of the hearing on the writ petition, with the ability to appeal (versus petition for review) to the Court of Appeal. (*See* Pub. Res. Code §§ 21167, 21167.4.)<sup>3</sup>

As quoted above, while SB 292 provides for expedited judicial review, it balances this expedited review with “protecting the environment and the right of the public to review [and] comment.” (Draft EIR, Appendix C, p. 3 [SB 292, § 1, subd. (h)].) Extending the public comment period is entirely consistent with this legislative intent to fully protect the right of the public to review and comment. As the review for this Project is already expedited, the Project proponent does not require that the agency grant additional effective expedition in the administrative process by failing to recognize the unusual circumstances that necessitate an extended review period.

The comment period must be extended from 45 to 90 days.

### **III. The Draft EIR Limits What Comments the Agency Responds To**

In addition to setting timelines, procedures, and limits on judicial review, SB 292 also limits what an agency may choose to respond to of the comments. SB 292 provides “[t]he lead agency need not consider written comments submitted after the close of the public comment

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<sup>2</sup> Of note, “these percentages are not the chances of success on a petition for review, but rather the overall odds that any particular decision will be taken up by the Supreme Court.” (*Ibid.*)

<sup>3</sup> There are a number of circumstances that can result in an extension of this timeframe. (*See* Pub. Res. Code § 21167.4.)

period,” unless the comments address specific new agency or project proponent generated information or issues. (Pub. Res. Code § 21168.6.5, subd. (f)(4).) Traditional CEQA law provides: “The lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.” (CEQA Guidelines § 15088, subd. (a).) With SB 292, the agency could, and is in many ways encouraged to, not respond to late comments. The hearing on the Draft EIR will take place before the comment period closes, and it is not clear if comments will be accepted on the EIR at any time after the comment period closes. Meaning, the 45 days that the agency has provided could be the only period available for public review.

Again, if “[p]ublic participation is an essential part of the CEQA process” and SB 292 is concerned with “protecting the environment and the right of the public to review [and] comment” the comment period must be extended to account for the revised procedures, i.e., these unusual circumstances.

#### **IV. The Project is One of State, Regional, and Local Importance**

The breadth of the Draft EIR and the unprecedented nature of SB 292 speak to the local, regional, and statewide importance of this Project. For example, in Senate Bill 292, the legislature found and declared:

“(d) The Los Angeles Convention Center, the City of Los Angeles, and the region would greatly benefit from the addition of a multipurpose event center capable of hosting a wide range of events including conventions, exhibitions, and sporting events, as well as artistic and cultural events. . . .

“(f) The project will generate an estimated 12,000 full-time jobs during construction and 11,000 permanent jobs at the Los Angeles Convention Center and in the hospitality and related industries. It is anticipated that the development of additional hotels, restaurants, and retail uses in the vicinity of the project would generate additional jobs in excess of these estimates.

“(g) The project also presents an unprecedented opportunity to implement innovative measures that will significantly reduce traffic and air quality impacts from the project and fully mitigate the greenhouse gas emissions resulting from passenger vehicle trips attributed to the project, which will result in emission reductions and traffic mitigations that will be the best in the nation compared to other comparable stadiums in the United States. The project is located in

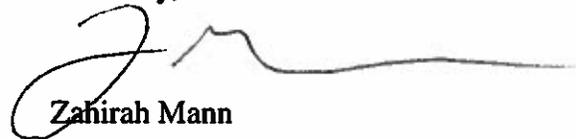
downtown Los Angeles near several major rail transit facilities and is situated to maximize opportunities to encourage nonautomobile modes of travel to the stadium and convention center.

“(h) It is in the interest of the state to expedite judicial review of the Convention Center Modernization and Farmers Field Project as appropriate while protecting the environment and the right of the public to review, comment on, and, if necessary, seek judicial review of, the adequacy of the environmental impact report for the project.”

(Draft EIR, Appendix C, p. 3 [SB 292, § 1, subds. (d), (f) - (h)].) The importance of the proposed Project speaks to why “the right to public review” should be protected instead of limited by a constrained public comment period. In recognition of the perceived state, regional, and local importance of the Project, the City should ensure appropriate public review and extend the public comment period from 45 to 90 days.

Thank you for considering this request. Please contact Zahirah Mann at 213-640-3979 with any questions or concerns. We look forward to hearing from you by April 30, 2012, regarding the status of our request.

Sincerely,



Zahirah Mann

cc: Jon Foreman, Senior City Planner, Plan Implementation Division  
(Via Electronic Mail Only)

**From:** Planning E110585EIR <[e110585eir@lacity.org](mailto:e110585eir@lacity.org)>  
**Date:** May 18, 2012 1:22:52 PM PDT  
**To:** undisclosed-recipients;;  
**Subject: Response to Extension Request**

Good Afternoon,

We wanted to let you know that we received your request to extend the comment period on the Draft Environmental Impact Report for the Convention and Event Center Project, ENV-2011-0585-EIR. We took the extension requests into consideration. There will be no extension of the 45 day comment period at this time.

Please note the the close of the comment period is 4:00pm, Monday, May 21, 2012.

Thank you,

Environmental Analysis Unit  
Los Angeles Department of City Planning



# Judicial Council of California

ADMINISTRATIVE OFFICE OF THE COURTS

OFFICE OF GOVERNMENTAL AFFAIRS

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*Interim Chief Deputy Director*

CURTIS L. CHILD  
*Director, Office of Governmental Affairs*

March 20, 2012

Hon. Anthony Cannella  
Member of the Senate  
State Capitol, Room 3048  
Sacramento, California 95814

Subject: SB 1214 (Cannella), as introduced - Oppose

Dear Senator Cannella:

The Judicial Council regrets to inform you of its opposition to SB 1214, which significantly expands the types of projects that would be eligible for one aspect of the recently-enacted expedited judicial review procedures in AB 900 ([Buchanan and Gordon], Stats. 2011, ch. 354) by requiring all California Environmental Quality Act (CEQA) challenges to projects located in a “distressed county” (except for high speed rail projects) to be filed in the Court of Appeal with geographic jurisdiction over the project.

AB 900, the “Jobs and Economic Improvement Through Environmental Leadership Act of 2011,” provided, among other things, that a person or entity that undertakes a public works project that meets certain eligibility criteria may apply to the Governor to have the project designated as an “environmental leadership development project.” Once designated as a leadership project, any action or proceeding alleging that the project was approved or undertaken in violation of CEQA is required to be conducted under specified expedited judicial review procedures. These procedures require, among other things, that such actions are to be filed directly in the Court of Appeal with geographic jurisdiction over the project, and the court must issue its decision in the case within 175 days of the filing of the petition. (See Public Resources Code section 21185(a)(1), (3).)

AB 900 also requires the Judicial Council, on or before July 1, 2012, to adopt Rules of Court to implement its expedited judicial review provisions. (See Public Resources Code section 21185(b).) In addition, AB 900 requires the council to conduct a study and report to the Legislature, on or before

January 1, 2015, on the impacts of this expedited judicial review process on the administration of justice. (See Public Resources Code section 21189.2<sup>1</sup>.)

The Judicial Council did not take a position on AB 900 because of the speed with which the bill moved through the legislative process last year. A variety of concerns about this expedited judicial review process were conveyed informally to the Legislature, a number of which have been addressed. Significant concerns remain, however, which subsequently have been identified more fully during the council's AB 900 rulemaking process.

Unlike AB 900, which is time limited and covers only a relatively narrow category of cases, SB 1214 applies to all CEQA challenges to projects located in "distressed" counties (except for high speed rail projects). The bill defines a distressed county generally as any county with higher than average unemployment, poverty, or foreclosure rates, which would appear to include a multitude of counties in California today. Because SB 1214 substantially expands the scope of AB 900, all of the concerns set forth below about this expedited judicial review scheme would be severely exacerbated. It is important to note that the Judicial Council's concerns regarding SB 1214 are limited solely to the court impacts of the legislation, and that the council is not expressing any views on CEQA generally or the job creation goals of the legislation, as those issues are outside the council's purview.

First, the appellate courts are not well-suited for this process. The Court of Appeal is not designed to be the court of first resort; it has been structured for the general purpose of developing the law through review of trial court decisions. Additionally, the courts of appeal are much smaller than the superior courts, with fewer judicial officers and fewer locations. Therefore, the Court of Appeal can only handle a relatively small volume of cases, cases are not generally heard at a location close to the parties, and the opportunities for review of a Court of Appeal decision are extremely limited. If the first level of the court system is skipped over, the Court of Appeal will quickly be overwhelmed, especially given the anticipated high volume and complex nature of the cases that would be eligible under SB 1214 for this expedited treatment.

Second, proceeding directly in the Court of Appeal is a very inefficient method of handling these complex CEQA cases. Review in the Court of Appeal involves three justices, rather than one judge. The salaries for justices and Court of Appeal staff are typically higher than the salaries of superior court staff. Therefore, the cost of review in the Court of Appeal is likely to be higher than in the superior court. Second, because three justices must agree on and coordinate the drafting of a decision, it may take more time for the Court of Appeal to decide these matters than it would for a single judge in the superior court. While the Court of Appeal has historically reviewed those superior court CEQA decisions that are appealed, only a fraction of superior court decisions are appealed and the issues on

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<sup>1</sup> The study language in AB 900 was inadvertently written more broadly, but clean-up legislation that is pending in the Legislature would make clear that its focus is limited to the impacts on the administration of justice. (See Sec. 7 of SB 52, which is available at: [http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb\\_0051-0100/sb\\_52\\_bill\\_20120131\\_amended\\_sen\\_v96.pdf](http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_0051-0100/sb_52_bill_20120131_amended_sen_v96.pdf).)

appeal are typically much narrower than those raised in the trial court, lessening the resources that need to be devoted to these cases.

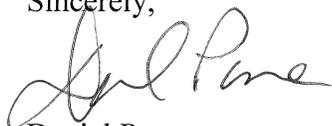
Third, this expedited judicial review scheme will likely have an adverse impact on other cases. CEQA cases are already entitled to strict calendar preferences at both the trial and appellate levels. Allowing these cases to skip the trial court step altogether and proceed directly in the Court of Appeal will have the practical effect of pushing other cases on the court's docket to the back of the line. This means that other cases, including cases that also have statutorily mandated calendar preferences, such as juvenile cases, criminal cases, and civil cases in which a party is at risk of dying, will take longer to decide. Moreover, delays in the administration of justice that would likely result from such a significant expansion of this expedited judicial review approach would be even more pronounced in light of the dire fiscal straits being faced by the judicial branch since the appellate courts are facing a 9.7% reduction in their budget this year, potentially growing to 15% or more in the next fiscal year.

Fourth, providing expedited judicial review directly in the Court of Appeal for some cases while other cases are subject to original jurisdiction in the superior court, in our view, undermines equal access to justice. The courts are charged with dispensing equal access to justice for each and every case on their dockets, without regard to the economic position of the parties. Singling out this special category of cases for such preferential treatment appears at odds with how our justice system has historically functioned.

Finally, notwithstanding the significant concerns noted above, the Judicial Council believes it is premature for the Legislature to expand AB 900 to a broader category of cases before the impacts of this unprecedented expedited judicial review scheme on the courts and the administration of justice have been assessed through the statutorily mandated study.

For all of these reasons, the Judicial Council opposes SB 1214.

Sincerely,



Daniel Pone  
Senior Attorney

DP/lp

cc: Mr. Aaron Maguire, Deputy Legislative Affairs Secretary, Office of the Governor  
Mr. Kip Lipper, Chief Energy and Environmental Advisor, Office of President Pro Tempore Steinberg  
Ms. Margie Estrada, Policy Consultant, Office of President Pro Tempore Steinberg  
Ms. Saskia Kim, Chief Counsel, Senate Judiciary Committee  
Mr. Mike Petersen, Counsel, Senate Republican Caucus  
Mr. Randy Pestor, Chief Consultant, Senate Environmental Quality Committee  
Mr. Lance Christensen, Consultant, Senate Republican Caucus

**Response to Comment No. 16-82**

Exhibits A, B, and C consisting of the Legal Aid Foundation letter dated April 18, 2012; Los Angeles Department of City Planning Response to Extension Request; and the Judicial Council of California letter dated March 20th, 2012, are acknowledged and have been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Exhibits A and B were also referenced in Comment No. 16-4 and Exhibit C was referenced in Comment No. 16-7. As such, please refer to Response to Comment Nos. 16-4 and 16-7 for additional information.

**Comment Letter No. 17**

Mary Leslie  
President  
Los Angeles Business Council  
2029 Century Park East, Ste. 1240  
Los Angeles, CA 90067

**Comment No. 17-1**

Please find attached the Los Angeles Business Council's support for the Farmer's Field.

Feel free to contact me if you should have any questions,

On behalf of the Los Angeles Business Council, I am writing to offer our strong support for the development of Farmer's Field. For over 70 years, The Los Angeles Business Council has represented big leaders throughout all industry sectors. We would like to commend the City for producing the Draft Environmental Impact Report. It is clear that the City and applicant have thoroughly analyzed impacts to the region and undertaken this analysis with the highest level of commitment. This project is of particular interest to the LASC given its focus on Economic and Environmental sustainability, key issues to our organization.

In the transportation and parking section alone, the analysis of 180 intersections and 45 freeway ramps will go far to ensure that the best Transportation Management Plan possible is developed that supports the movement of Farmers Field patrons, Convention Center attendees, visitors, residents and employees in the Downtown region.

One of the most rewarding attributes of this project is the developer's commitment to making Farmer's Field environmentally friendly. The developer has shown this commitment by:

- Reducing to zero the net emissions of greenhouse gases from private automobile trips to the Event Center
- Developing additional measures to reduce the number of auto trips to Farmers Field so that it is the best in the nation
- Designing the project so that it achieves LEED certification when complete
- Making a commitment to use environmentally preferable lighting, paper and janitorial supplies on at least 50% of total dollars spent.

The project will also economically contribute to the city. Some key economic development benefits include:

- Between 20,000 and 30,000 temporary and permanent living wage and union jobs.
- \$1.9 billion in output and support into the community.
- \$378 million in direct expenditures into the Los Angeles economy.
- New revenue generated for the City, County and State of California which will further support important public services.

The ability to achieve these project objectives in the DEIR will play a critical role in the continued economic revitalization of the region, further strengthening the entertainment, convention and tourism industries. Based on these reasons, the LABC strongly supports the development of Farmers Field.

**Response to Comment No. 17-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 18**

David Pettit  
Senior Attorney  
Director, Southern California Air Program  
Damon Nagami  
Staff Attorney  
Natural Resources Defense Council  
1314 Second St.  
Santa Monica, CA 90401

**Comment No. 18-1**

Attached please find NRDC's comments on the Draft Environmental Impact Report (DEIR) for the proposed Convention and Event Center project. Should you have any problems with the attachment, please do not hesitate to contact me.

On behalf of the Natural Resources Defense Council (NRDC) and its members and activists who live and work in the City of Los Angeles and the surrounding areas, we provide the following comments on the Draft Environmental Impact Report (DEIR) for the proposed Convention and Event Center project, also referred to as the Farmers Field stadium project (the "Project").

**Response to Comment No. 18-1**

This comment is introductory in nature and does not specifically address the contents of the Draft EIR. Specific comments on the Draft EIR are set forth below with accompanying responses.

**Comment No. 18-2**

NRDC has closely followed the development of the Project and hopes that it will be successful as the greenest and most transit-friendly in the country, and will be in compliance with the letter and spirit of Senate Bill 292 as well as the public commitments that AEG, the Project's sponsor, has made to the Clinton Climate Initiative. However, we are disappointed that the DEIR does not include any analysis of measures that could lead to the project achieving carbon neutrality or fewer people driving their cars to and from the stadium (trip ratio), as SB 292 requires; nor does it include many of the measures in AEG's promises to the Clinton Initiative. We also have concerns about air quality, health risk, green construction practices and sustainability relating to the Project.

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**Response to Comment No. 18-2**

The comment is a general introductory comment, and responses to more specific issues discussed in subsequent comments by the Commenter are presented below. As a result of the mediation process required by SB 292, the Carbon Neutrality and Trip Reduction Compliance Programs have been developed. Refer to Topical Response No. 5 regarding SB 292.

**Comment No. 18-3****SB 292 and CEQA**

The California Environmental Quality Act (CEQA) requires that the environmental effects of a project be analyzed and that all reasonably feasible mitigation be implemented. SB 292 did not weaken CEQA or make any changes in what must be analyzed in an EIR. Nor did SB 292 make any changes in the general rule that mitigation measures must be enforceable.

Here, while the DEIR includes a list of transportation-related measures that might affect the transportation mode shift and carbon neutrality of the Project, there is no analysis of the actual or potential effectiveness of those measures. Nor is there any commitment that the project proponent, AEG, will put any of these measures in place. These failures are inconsistent with CEQA and with SB 292.

Under the provisions of SB 292, which became law in 2011 and is now codified as Section 21168.6.5 of the Public Resources Code, AEG received the benefit of an expedited judicial review process for any challenge to the Project's EIR in return for promising carbon neutrality and mode shift greater than any other U.S. football stadium. Specifically, subsection (h) of SB 292 provides as follows:

It is the intent of the Legislature that the *project* minimize traffic congestion and air quality impacts that may result from private automobile trips to the stadium through the requirements of this division as supplemented, pursuant to subdivision (i), by the implementation of measures that will do both of the following:

- (1) Achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases, as defined in subdivision (g) of Section 38505 of the Health and Safety Code, from private automobile trips to the stadium.

- (2) Achieve and maintain a trip ratio that is no more than 90 percent of the trip ratio at any other stadium serving a team in the National Football League. (emphasis added)

The bill's use of the word "project" was intentional and is highly relevant here. Under CEQA, an EIR must review a "project," and it is well established that the project is the "whole of an action." Guidelines § 15378(a) (definition of "project"). Because the bill clearly describes these measures as features *of the project*, failing to include them in the draft EIR is a violation of CEQA as amended by SB 292.

This analysis is reinforced by the language in subsection (i)(1) of the bill:

As a condition of approval of the *project* subject to this section, the lead agency shall require the applicant to implement measures that will meet the requirements of this division and paragraph (1) of subdivision (h) by the end of the first season during which a National Football League team has played at the stadium. (emphasis added)

The key term "project" is used again here. More importantly, this language makes it clear that these measures must be included in the City Council's action approving the project, which is expected to occur at the same time the final EIR is certified. The reference in subsection (i)(1) to "this Division" refers to Division 13 of the Public Resources Code, entitled "Environmental Quality," and includes all of CEQA. Thus, as a condition of project approval, the DEIR must tell the public and the City what the mode shift and carbon neutrality provisions are, how effective they will be, and how they will be enforced. SB 292 does not eliminate or change these CEQA requirements.

### **Response to Comment No. 18-3**

The Commenter is referred to Response to Comment No. 4-5 regarding analysis of the effectiveness of transportation measures and SB 292.

With respect to the enforceability of mitigation measures, Section 15097 of the CEQA Guidelines requires the lead agency to adopt a Mitigation Monitoring and Reporting Program ("MMRP") for projects where mitigation measures are a condition of project approval. The MMRP is designed to monitor implementation of these mitigation measures. The Draft MMRP for the Proposed Project is included as Section IV, Mitigation Monitoring and Reporting Program, of this Final EIR and includes both project design features and mitigation measures for all environmental issue areas, including transportation and climate change. The MMRP describes the procedures to implement the mitigation measures adopted in connection with the approval of the Proposed Project and the methods of

monitoring and reporting on such actions. The Applicants shall be obligated to provide documentation verifying implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for in the adopted MMRP.

The comment appears to equate the post-construction requirements of SB 292 with mitigation requirements for an EIR under CEQA. In fact, the two serve different purposes. Under CEQA, an EIR must evaluate and recommend all reasonably foreseeable mitigation measures to reduce significant impacts of the Project. The requirements of SB292, however, go beyond the CEQA process and represent ongoing operational requirements and targets. SB 292 makes it clear that the Best in NFL and carbon neutrality requirements are separate and apart from the EIR's requirements under CEQA by providing that the Best in NFL and carbon neutrality requirements "shall not serve as a basis for any action or proceeding to attack, set aside, void, or annul a determination, finding, or decision of the lead agency in certifying the environmental impact report for the project or in granting the initial or subsequent project approvals." Further, SB 292 explicitly provides that the carbon neutrality and trip-reduction requirements supplement the mitigation measures that are required by CEQA.

Consistent with SB 292, protocols for measuring trips from spectator events at the Event Center will be approved by the City, and as a result of the mediation process, the Development Agreement and its Trip Reduction Compliance Program will require the Applicant to implement different and/or additional measures if it does not meet the Best in NFL requirement.

Also consistent with SB 292 and as a result of the mediation process, the Development Agreement and the Carbon Neutrality Compliance Program establish protocols for calculating the net GHG emissions from trips from private automobiles to spectator events at the Event Center and verifying the GHG reductions for the measures implemented by the Applicant. Given that the SB 292 neutrality requirements will not be in effect until the Proposed Project is operational, and because GHG-reduction measures continue to evolve, it is not feasible, and would be premature, to identify specific measures at this time. Refer also to Topical Response No. 5 regarding SB 292.

#### **Comment No. 18-4**

In particular, the DEIR should analyze the benefits to air quality and GHG emissions from a reasonable range of options, including:

- Ticket bundling and/or season ticket options for access. Given that the majority of teams in the NFL sell out most of their games to season ticket holders,

providing options for these patrons in a controlled format that is part of the purchase of season tickets can provide valued patrons with options that save money, enhance the guest experience of the event, or both. For example, instead of selling “parking passes” along with season seats, season ticketholders to Los Angeles NFL football would be provided a series of choices as part of a philosophy of “it’s your money, it’s your experience.” A subscriber would pay for season parking but receive a debit card instead of parking passes. The debit card would be able to be used on public transit, special event shuttle/transit, or even on premium event transport that provides special programming (i.e., a former NFL player or coach discussing the upcoming game with riders). The card would also be accepted at stadium sanctioned souvenir and concession shops, etc. This is the most “market-based” and seemingly passive approach; however, given the expense involved in attending an NFL game coupled with having several choices on how one spends their own money to access the event could prove to be a powerful incentive to people to make different access choices for different games/events.

- Park and ride (Hollywood Bowl style, per bus at capacity). Mode split at the Bowl is approximately 30%.
- Metro buses and other regional bus lines (e.g., the Big Blue Bus) at capacity, assuming that a game-day suitable schedule can be worked out.<sup>1</sup>

<sup>1</sup> *Current night and weekend schedules for Metro buses, Metro Rail, Metrolink, DASH and many regional bus operations are unlikely to be able to handle crowds at a Farmers Field event, and so these schedules would need to be modified. The DEIR should identify the cost and other issues associated with this.*

- Metro Rail at capacity, assuming that a game-day suitable schedule can be worked out.
- Subway at capacity, assuming that a game-day suitable schedule can be worked out.
- Metrolink at capacity, assuming that a game-day suitable schedule can be worked out.
- Charter buses.
- Shuttles or DASH buses to take people from Union Station to the stadium, assuming that a game-day suitable schedule can be worked out.
- Timing of transfers from Union Station to Metro Rail, buses or the DASH to the stadium.
- Bicycle use.
- Walking.

- Ridesharing.

#### **Response to Comment No. 18-4**

The Draft EIR requires the Event Center Applicant to develop and implement a comprehensive Transportation Management Plan (TMP). The TMP shall be developed in conjunction with LADOT, Metro, LAPD, Caltrans and other transportation agencies as appropriate. Mitigation Measure B.1-29 sets forth a menu of potential transportation trip-reduction measures, to be included in the TMP, many of which have proven to be effective at other venues, to be funded by the Project Applicant. In addition, SB 292 provides an objective performance standard (i.e., the “Best in NFL” standard) to gauge the effectiveness of the trip reduction program. It is not feasible at this time to identify the develop a more precise plan at this time, as the exact mix of trip-reduction measures will vary depending on fan demographics, which will in turn vary depending on which team(s) play at the Event Center. Therefore, the analysis conservatively does not take any credit for trip-reduction measures identified in the TMP. However, some or all of the measures listed in the comment will likely be included in the TMP.

Like all mitigation measures, the TMP will be included as an enforceable condition of approval and will be subject to the Mitigation Monitoring and Reporting Program, as well as the SB 292 “Best in NFL” trip ratio requirements. If the Project has not achieved the SB 292 requirement by the fifth year of operation, then the City shall require the Event Center Applicant to implement additional trip-reduction measures. Refer also to Topical Response No. 5 regarding SB 292.

Under the Trip Reduction Compliance Program, at least one year prior to the first anticipated NFL game at the Event Center, the Applicant must prepare and submit to LADOT a trip-reduction implementation plan, which shall be made publicly available on the Planning Department website and the Event Center Project website. The Event Center Applicant is committed to pursuing ticket bundling options for transit that provide seamless access to the facility by stadium patrons including transfers between transit modes and services. These may take numerous forms. The Event Center Applicant will select the most effective methods, in coordination with, and with the cooperation of, the transit agencies to allow a seamless fare/ticket recognition system. Further, the other measures suggested by the Commenter are the types of measures and factors that will be considered under the Trip Reduction Compliance Program. As an indication of the potential for trip reduction by the various transit options, Table A below shows the capacities of individual train cars and buses, the capacities of various length trains, and the equivalent number of automobiles that would be reduced by each type/size of transit. See also Topical Response No. 5 regarding SB 292 and Topical Response No. 1 regarding transit use.

**Table A  
Transit Capacities & Trip Reduction**

Type	Car/Bus Capacity <sup>a</sup>	Train/Bus Capacity	Auto Vehicles Reduced <sup>b</sup>	Percent Vehicles Reduced <sup>c</sup>
Red/Purple Lines				
4-Car Train	124	496	165	0.8 percent
5-Car Train		620	207	1.1 percent
6-Car Train		744	248	1.3 percent
Blue/Expo/Gold Lines				
2-Car Train	131	262	87	0.4 percent
3-Car Train		393	131	0.7 percent
Metrolink Train				
4-Car Train	140	560	187	1.0 percent
5-Car Train		700	233	1.2 percent
6-Car Train		840	280	1.4 percent
8-Car Train		1,120	373	1.9 percent
Metro Bus				
40' Bus	52	52	17	0.1 percent
45' Bus	60	60	20	0.1 percent
60' Bus	74	74	25	0.1 percent
Private Bus (Charter or Express)	50	50	17	0.1 percent
<p><sup>a</sup> Maximum capacity per Metro, Metrolink.</p> <p><sup>b</sup> Assumes 3.0 persons/car.</p> <p><sup>c</sup> Total number of vehicles is 19,560 during weekend events.</p> <p>Source: The Mobility Group, 2012.</p>				

### **Comment No. 18-5**

CEQA also requires disclosure of AEG's backup for the estimates in the DEIR for initial mode use for transit, walking and biking, as well as any plans AEG has to disseminate public transit and ridesharing information to the public. Considerable skepticism was expressed at the May 16, 2012 public hearing on the DEIR as to whether AEG's estimates of transit ridership at other stadiums were accurate or relevant.

### **Response to Comment No. 18-5**

The derivation of the estimates for trip generation and mode split are documented in on pages IV.B.1-37 to IV.B.1-40 of Section IV.B.1, Transportation, and on pages 4-14 to 4-18 of Appendix I.1, EIR Transportation Study, of the Draft EIR. The mode splits and

transit estimates have been reviewed and approved by LADOT, with concurrence by Metro and Metrolink. Plans to disseminate public transit and ridesharing information are identified on pages IV.B.1-162 to IV.B.1-165, page IV.B.1-168, and pages IV.B.1-181 to IV.B.1-184 of Section IV.B.1, Transportation, of the Draft EIR. There has also been considerable support expressed in public meetings and in comment letters for the use of transit (e.g., see Comment Letter No. 66 and Response to Comment Nos. 105-3, 105-4, 105-39, 105-48, 105-57, 105-83, 105-89, and 105-96). Refer also to Topical Response No. 1 regarding transit use.

### **Comment No. 18-6**

With respect to carbon offsets, CEQA requires disclosure of AEG's specific plans, to the extent there are any, for carbon offsets in the Pico-Union neighborhood and in the South Coast air basin in general. Any offsets used to comply with SB 292 should be verified in the same way that cap and trade offsets are verified pursuant to AB 32. See Cal. Health and Safety Code § 38560(d);<sup>2</sup> see also 17 Cal. Code Regs. § 95977 (requirement for third-party verification of offsets).

<sup>2</sup> Section 38560(d) provides in part as to greenhouse gas reductions, including offsets: "(1) The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board. (2) For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur. 3) If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division." See also Section 38505(k), stating that offsets must "result in the same greenhouse gas emission reduction, over the same time period, as direct compliance with a greenhouse gas emission limit or emission reduction measure adopted by the state board."

These same data are required whether the carbon neutrality and mode shift measures are viewed as mitigation measures or features of the Project. These measures are certainly feasible<sup>3</sup> since AEG agreed to carry them out to meet the targets in SB 292. Moreover, common sense tells us that these could be important mitigation measures to reduce the Project's significant and allegedly unavoidable impacts on air quality and public health locally and regionally. See Sec. IV.F, 1-81–1-82. But the DEIR does not undertake this analysis, in violation of CEQA. See Guidelines § 15126.4(a); see also *Communities For A Better Environment v. City of Richmond*, 184 Cal. App. 4th 70, 92 (2010) ("Formulation of mitigation measures should not be deferred until some future time." (Guidelines, § 15126.4(a)(1)(b).) An EIR is inadequate if "[t]he success or failure of mitigation efforts... may largely depend upon management plans that have not yet been formulated, and have not been subject to analysis and review within the EIR.").

<sup>3</sup> CEQA Guidelines 15364 defines “feasible” as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.”

### **Response to Comment No. 18-6**

SB 292 is clear that the carbon neutrality requirements are separate and apart from, and supplement, mitigation measures required under CEQA. Consistent with CEQA, the Draft EIR evaluates all reasonably foreseeable mitigation measures. The requirements of SB 292 go beyond the CEQA process and represent ongoing operational requirements and targets. Nonetheless, consistent with CEQA, the Draft EIR establishes an objective performance standard (i.e., zero net new emissions from trips from private autos to spectator events at the Event Center) and sets for a menu of measures to meet this standard (e.g., implementation of the TMP, investment in local projects, and purchase of carbon offsets).

Consistent with SB 292, the Carbon Neutrality Compliance Program will establish a procedure and methodology for calculating the net GHG emissions from trips from private autos to spectator events at the Event Center and verifying the GHG reductions for the measures implemented by the Event Center Applicant. Given that the SB 292 neutrality requirements will not be in effect until the Project is operational in 4 or 5 years and that that GHG-reduction measures continue to evolve, it would not be feasible to identify specific measures at this time.

Under the Carbon Neutrality Compliance Program, which was developed through the mediation process, purchased offset credits may be used only after a number of other measures, the highest priority is placed on use of feasible measures on the Project site or in connection with the operation of the Project that are not otherwise required and local emission reduction measures. The Carbon Neutrality Compliance Program requires that local measures be selected first and requires that a portion of the compliance budget be used for local measures. Local measures are those areas within a 3-mile radius of the Project or within “high-poverty ZIP Codes” within a 5-mile radius of the Project. Therefore, local measures proposed within the Pico-Union neighborhood would qualify as a neighboring community. The offset value of local measures, on-site measures and other operator measures must be determined in accordance with the Carbon Neutrality Compliance Program. Purchased Credits shall be obtained from the California Climate Registry. If credits are not available from the California Climate Registry, then shall be obtained by from carbon credit programs such as the Gold Standard, American Carbon Registry, Verified Carbon Standard, or other third-party verified voluntary credits. The amount of greenhouse gas emissions that must be offset is adjusted by changes in vehicle miles travelled as determined in the annual reports required by the Trip Reduction Compliance Program and in accordance with the requirements for determining emissions in

the Carbon Neutrality Compliance Program. Refer also to Topical Response No. 5, Senate Bill 292, of this Final EIR.

### **Comment No. 18-7**

#### **The Clinton Global Initiative**

AEG made a number of significant public promises to the Clinton Global Initiative about the environmental benefits of the Project<sup>4</sup> and has been publicly praised for these promises by President Clinton<sup>5</sup>. Unfortunately, many of these commitments do not appear in the DEIR.

<sup>4</sup> *The Clinton Global Initiative website is: <http://www.clintonglobalinitiative.org/commitments/default.asp>. AEG's commitments about the Project may be found by entering "AEG" into the Commitment Maker / Partner search box on this page: [http://www.clintonglobalinitiative.org/commitments/commitments\\_search.asp?Section=Commitments](http://www.clintonglobalinitiative.org/commitments/commitments_search.asp?Section=Commitments).*

<sup>5</sup> *See <http://greeninghollywood.wordpress.com/2011/09/21/clinton-global-initiativerecognizes-aeg-farmers-field/>*

Below, in italics, are the commitments that AEG made to the Clinton Global Initiative and a discussion of their treatment (if any) in the DEIR.

*AEG Commitment to Clinton Global Initiative: This commitment expands in detail and scope upon an existing commitment made by AEG to make Farmers Field Stadium carbon neutral in terms of fan transportation. AEG also committed to make Farmers Field Stadium the best in the NFL in terms of highest percent of non-auto fan travel to venue. This commitment also addresses the design, construction, and operations of the venue.*

There are no enforceable measures in the DEIR concerning carbon neutrality or percentage of non-auto fan travel.

*AEG Commitment to Clinton Global Initiative: 100 percent climate neutral for greenhouse gas emissions from energy consumption and mechanical operations of the stadium*

*Farmers Field will achieve climate neutrality through the installation of best available technology for HVAC, lighting, and all major electrical appliances and control systems; through on-site generation of clean and renewable energy; through the purchase of renewable energy credits and through educating employees on energy efficiency through their Environmental Management system. Special projects under analysis include: additional solar panels on garages, 100% LED lighting throughout building, and a Carbon Offset Ticket.*

There is no analysis in the DEIR of how carbon neutrality will be accomplished. Indeed, the DEIR asserts that no mitigation is required with respect to the effects of the project on climate change. IV.F.2-53.

*AEG Commitment to Clinton Global Initiative: Recycling and Waste Diversion*

*- 90 percent solid waste diverted during construction*

*- 75 percent generated during operation*

*Farmers Field will divert waste from landfill through a robust recycling, the donation of durable goods, and implementing a front of house composting program that includes sourcing biodegradable concessions packaging.*

The DEIR only promises 50 percent diversion of solid waste during operation and 50-75% during construction.

*AEG Commitment to Clinton Global Initiative: 100 percent Carbon Neutral for greenhouse gas emissions from private automobile trips to stadium*

*Best in NFL by 10% in terms of trip ratio of fans to private automobiles*

There are no enforceable commitments in the DEIR for either of these promises.

*AEG Commitment to Clinton Global Initiative: Education*

*Farmers Field and L.A. LIVE will feature educational environmental signage and messaging throughout venues and event scoreboards.*

There are no enforceable commitments in the DEIR relating to AEG's educational environmental signage policy.

**Response to Comment No. 18-7**

Under the Clinton Global Initiative (CGI), the Applicant committed to a series of environmental goals for the Proposed Project. In order to provide a conservative analysis, the Draft EIR analysis did not reflect these goals. The Applicant has stated that they remain committed to working to achieve the goals listed under the CGI.

The EIR implements all feasible mitigation measures. As the Proposed Project will not result in any significant impact with respect to climate change, water, or energy, no additional measures with respect to these issues are necessary, including implementation

of he and there is no legally required nexus for the City to impose such measures. Of course, this does not preclude the Event Center Applicant from implementing additional measures on a voluntary basis, and as note the Event Center Applicant is prepared to do so.

SB 292's Carbon Neutrality and Best in NFL trip ratio requirements will be enforceable conditions of approval of the Proposed Project. Refer also to Response to Comment No. 18-6 regarding the measures to meet the Carbon Neutrality requirement and Topical Response No. 5 regarding SB 292.

For example, under its conservative analysis, the DEIR considered only 50 percent solid waste diversion during construction and operations. Subsequently, the Applicant has committed to 75 percent solid waste diversion for both construction of the Project, as well as operations of the Event Center. Further, subsequent to the publication of the DEIR, the Applicant has committed to purchasing 20 percent of all building materials from a combination of rapidly renewable, recycled content or manufactured regionally. Project Design Feature K.3-2 has been included in Subsection IV.K.3 of Section II, Corrections and Additions, of this Final EIR.

Regarding the green living classroom, the Applicant will be integrating this facility into the New Hall. One hundred percent environmental messaging means the Applicant will document and publicize each of its environmental efforts, including making environmental information available on the venue website and producing environmental public service announcements with sponsor message during events, as well as environmental signage within the venue integrated with sponsor message, to educate fans on environmental features of the facility. This project design feature, like all project design features, will be an enforceable condition of approval of the Proposed Project.

### **Comment No. 18-8**

#### **Green Construction**

All of the mitigation measures designed to reduce the air pollution from construction of the project discussed in the DEIR are strong measures that will effectively reduce emissions. See DEIR at IV.F.1-73–74. We support all of the discussed mitigation measures. However, there are more feasible and effective mitigation measures that also must be included.

First, while Mitigation Measure F.1-3 requires “trucks and vehicles in loading and unloading queues” to “have their engines turned off after 5 minutes when not in use” (see DEIR at

IV.F.1-73), there must also be idling limits to 5 minutes or less for trucks and vehicles that are not just in loading and unloading queues and also for construction equipment.

Second, trucks and equipment hauling material such as debris or any fill material operating at the project site or traveling to and from the Project site must be fully covered.

Third, while the DEIR includes mitigation measures requiring the use of cleaner construction equipment, the DEIR does not include any mitigation measures requiring the use of cleaner heavy-duty trucks, despite the fact that, similar to construction equipment, heavy-duty trucks operating at the site and traveling to and from the site will run predominantly on diesel fuel and emit harmful emissions, including diesel particulate matter. To mitigate the air emissions from heavy-duty trucks, the following mitigation measures must be included:

Prior to December 31, 2012, all on-road heavy-duty diesel trucks with a gross vehicle weight rating ("GVWR") of 19,500 pounds or greater shall meet or exceed the EPA 2007 on-road emission standards for particulate matter ("PM") (0.01 g/bhp-hr); or shall be equipped with a California Air Resources Board ("CARB") verified Level 3 diesel particulate filter.

From January 1, 2014 and onwards, all on-road heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater shall comply with U.S. Environmental Protection Agency ("EPA") 2007 on-road emission standards for PM and NO<sub>x</sub> (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively).

### **Response to Comment No. 18-8**

The City concurs that the mitigation measures designed to reduce the air pollution from construction of the project discussed in the Draft EIR are strong measures that will effectively reduce emissions. A detailed discussion of the three additional recommended measures is provided below.

Item 1: In response to this comment, Mitigation Measure F.1-3 has been modified to include "Applicant shall require contractors to limit idling of construction equipment, trucks and vehicles to the extent practical." Please refer to Subsection IV.F.1 of Section II, Corrections and Additions, of this Final EIR.

Item 2: In response to this comment, Project Design Feature F.1-1 has been revised to require trucks hauling debris or fill material to be covered. Please refer to Subsection IV.F.1 of Section II, Corrections and Additions, of this Final EIR.

Item 3: Please refer to Response to Comment No. 5-32 regarding use of on-road heavy-duty diesel trucks meeting more stringent emission standards.

### **Comment No. 18-9**

#### **Sustainability**

In the DEIR, AEG promises 35% water reduction, 14% energy performance improvement, 50% solid waste diverted during operation, 12 electric vehicle charging stations, 250 bicycle spaces, and a solar array system in the LA Live Way Garage. Similar promises were made to the Clinton Global Initiative. However, the details of these proposals are unclear or missing and we believe that more can and must be done. Below we list measures that other venues have put in place (including at the Portland Rose Garden, which is operated by AEG) that AEG can and must implement here.

*Clean Energy.* AEG has not made a commitment to use only renewable/clean energy. Portland's Rose Garden gets 100% of its electricity from renewable sources.

Lincoln Financial Field in Philadelphia plans to build 11,000 solar panels and 14 micro wind-turbines combined with a dual-fuel cogeneration plant that uses heat, biodiesel and natural gas to serve all energy needs and sell energy back to the grid. Currently, they buy 100% of their electricity from renewable sources (14 million kWh in wind energy credits annually from NativeEnergy), and have an on-site solar energy system at their NovaCare Complex training facility that generates 16,000 kWh per year. Eagles' employees also receive incentives to switch from conventional power to wind energy at home.

In 2011 Century Link Field in Seattle installed a 3,750-panel solar array that spans 2.5 acres of the event center's roof. The system is projected to produce 830,000 kWh annually. The panels use cutting-edge thin-film technology that capture both direct and reflected sunlight across a 360-degree cylinder surface, taking advantage of the event center's reflective roofing material.

NASCAR's Pocono Raceway in Long Pond, Pennsylvania installed a 25-acre solar farm with a 3-MW system, providing electricity for the entire raceway facility and 1000 homes nearby—between 3 to 4 million kWh per year. This installation, operating since August 2010, is currently the largest solar installation at a major US sports venue and the first that powers a major US sports facility entirely by on-site renewable energy.

The Kaohsiung World Stadium in Taiwan is the first stadium in the world to be 100% powered by solar. Completed in 2011, the stadium's 8,844-panel PV array generates an

estimated 1.14 million kWh per year, much of which is sent back to the local grid to power nearby communities.

The Philadelphia Phillies have been a member of EPA's Green Power Partnership since 2008, and have purchased 20 million kilowatt-hours of Green-e certified renewable energy credits (RECs) to cover 100% of their energy needs over the last five years.

The Cleveland Indians installed an innovative helical wind micro-turbine in March piloting a new wind technology in partnership with Cleveland State University's Fenn College of Engineering, estimated to produce 40,000 kWh annually. The Indians also have a 42-panel solar photovoltaic (PV) array that produces 10,000 kWh each year.

*Diversion of waste during operation:* AEG states in the DEIR that it will divert 50% of waste during operations; AEG promised the Clinton Initiative that it would divert 75% of such waste.

- The San Francisco Giants at AT&T Park divert over 85% of their waste for recycling and composting.
- The Seattle Mariners currently divert over 81% of their waste for recycling and composting. Much of their success has resulted from eliminating most items that cannot be recycled and composted from their procurement altogether—a strategy that they hope will result in a 90% + diversion rate this year.
- Century Link Field diverted 70% of its waste for recycling and composting in 2011, and aims to divert 80% in 2012–2013.
- The Rose Garden diverts 60% of its waste from landfills through its recycling and composting programs, totaling over 800 tons annually.
- Lincoln Financial Field diverts 65% of the stadium's waste from landfills as of 2012.
- Australia's ANZ Stadium has a 100% closed-loop recycling program where all trash is collected and separated for recycling. All of their products are made from recycled materials and can be recycled themselves.

*Composting:* AEG has only promised front of house (attendees, voluntary) composting but not back of house (staff) composting. Colorado Convention Center provides for both. Lincoln Financial Field even composts its grass cuttings and recycles the oil from their kitchens and vendors for biodiesel. Safeco Field, Century Link Field, and AT&T Park have comprehensive front and back of house composting programs that contribute significantly to their high diversion rates. The San Diego Padres have partnered with Buster Biofuels to

provide biodiesel fuel for local school buses by recycling oil and grease from concessions at the ballpark.

*Construction:* AEG's construction will use a minimum of 20% recycled materials and 5% fast growing materials. Other stadia have exceeded this rate:

- Citi Field contains 12,500 tons of structural steel, about 95 percent of which is recycled. The stadium also has 65,000 square feet of porous pavers and a large drainage bed near the commuter bus parking lot to reduce storm water runoff. It has metered hands-free faucets, toilet flush-o-meters and waterless urinals, which conserve millions of gallons of water each year.
- The Miami Marlins' LEED Silver construction of Marlins Park incorporated over 40% of pre-and post-consumer recycled materials. They also sourced 51% of their construction materials from sources within 500 miles of the stadium site.

During construction of MetLife Stadium in New York, all equipment ran on low-sulfur diesel fuel and had filters to reduce emissions. The stadium includes structural steel and rebar made from 24,280 tons of scrap. Its 8,000 piles were also made from scrap. About 10 percent of the exterior aluminum wall slats contain recycled material, and general seating is made of 20 percent post-consumer plastics.

Ford Field used 20 million pounds of recycled steel, recycled glass floors, recycled rubber for parking lots, and bamboo for floors and elevators. New Meadowlands Stadium has seats made from partially-recycled plastic and scrap iron. New England Patriots took crushed old stadium concrete and reused it for parking lots. Some stadia have used PEFC-certified timber. See Green Sports Alliance, London Olympic Park Awarded FSC Certification, <http://www.greensportsalliance.org/news-feed/london-olympic-park-awarded-fsc-certification> (last visited May 18, 2012).

*Green Roofs:* Farmers Field will have a retractable roof, but the new convention center can have a green roof. Washington, D.C.'s Nationals Ballpark (6,300 square feet) and Prince's Park Stadium in the United Kingdom have green roofs, as will the new Santa Clara Stadium near San Francisco (opening in 2014). The 2.5-acre green roof atop the Target Center, home to the Minnesota Timberwolves, captures about a million gallons of stormwater per year, saving \$10,000 annually in stormwater charges. The New York Mets' administration building at Citi Field features a 15,000-square foot green roof.

*Construction waste:* The Farmers Field Stadium has committed to recycling 50–75% of all construction waste. AEG promised the Clinton Initiative that it would recycle 90%. In comparison, the Rose Garden in 1995 recycled more than half of its construction waste, amounting to nearly 36,000 tons. See <http://infohouse.p2ric.org/ref/26/25329.pdf>. The

Miami Marlins' LEED Silver construction of Marlins Park diverted 98% of all construction wastes from landfills to recycling facilities.

*Event Center Food:* AEG does not discuss this issue in the DEIR. The Rose Garden provides a line of locally produced food and beverages and has 95% compostable/100% recycled food and beverage containers. The current Los Angeles Convention Center has a 100% environmentally friendly approach to food: biodegradable or composted service ware, a food waste diversion program, and a sustainable menu with 100% free range organic grass-fed beef and sustainable seafood. Lincoln Financial Field uses corn-based cups that can biodegrade in 50 days as well as corn-plastic dishes/utensils. Safeco Field uses compostable food and service ware specified by their composting hauler, and offers local and organic food and beverages.

At the new Yankee stadium, management uses biodegradable beverage cups; it also composts material — including grass clippings from the outfield — reducing trash hauled to landfills by 40 percent. After each homestand, the stadium donates boxes of unused food through a program called Rock and Wrap It Up. Management also recycles the waste cooking oil from the stadium — 20,000 gallons last year was converted to 18,000 gallons of biodiesel fuel.

*Electronic Ticketing/Recycled Paper:* AEG has made no commitment to use electronic ticketing or print on recycled paper. The Rose Garden provides electronic ticketing. Lincoln Financial Field uses recycled paper for tickets and programs. All Red Sox publications, tickets and print are recycled paper (including media guides, pocket schedules, yearbooks, programs, etc).

*Other Measures:* Lincoln Financial Field's website allows fans to see the actual kilowatt hours from the team's solar panels to promote awareness. At MetLife Stadium, home to the New York Giants and Jets, a "Solar Ring" installation atop the stadium will generate 25 times the power needed to operate the stadium on game days with a 1500-panel solar array. The Eagles buy offsets for the carbon emissions they accumulate while flying across the country and allow ticket holders to purchase renewable energy offsets when purchasing tickets.

The Minnesota Twins earned several LEED points-including an exemplary performance and innovation point-for its comprehensive Green Cleaning program. In 2011, the Twins reduced the usage of chemical cleaning compounds by 66 percent over 2010, using a total of 73 percent of cleaning compounds that met the USGBC's LEED standards. Progressive Field features a solar pavilion with real-time energy generation

**Response to Comment No. 18-9**

As set forth in the Draft EIR, the Proposed Project will not result in any significant impact with respect to climate change, water, or energy. Refer to Sections IV.F.2, Air Quality—Climate Change; IV.K.1 Utilities—Water; IV.K.4, Utilities—Electricity; and IV.K.5, Utilities—Natural Gas, of the Draft EIR. Therefore, no additional measures (including those suggested in the comment) is necessary with respect to these issues, and there is no legally required nexus for the City to impose such measures. However, SB 292 requires the Event Center Applicant to use future on-site measures to offset carbon equivalent emissions. To carry out its statutory duties under SB 292, the City is adopting a Carbon Neutrality Compliance Program that places the highest priority on local emissions reduction measures by third parties and measures to be undertaken by the Event Center Applicant and/or its affiliates. These types of measures are to be used prior to other offset measures or carbon offset credits. Under the Carbon Neutrality Compliance Program, one year prior to the anticipated opening of the Event Center, the Event Center Applicant must determine which local measures and on-site measures are then feasible and will be used. The measures listed in the comment include the type of measures that the Event Center Applicant will evaluate in connection with the Carbon Neutrality Compliance Program.

The Commenter should note that the percentages listed throughout the Draft EIR for sustainability-related goals, such as those for waste diversion, energy efficiency, use of recycled materials, etc. are minimums that the Proposed Project is required to achieve. Compliance with such measures will be monitored through the Mitigation Monitoring and Reporting Program adopted as part of the Proposed Project.

Regarding composting, the Event Center Applicant plans to include “back of house” along with “front of house” composting for the Event Center. The back of house composting would include actions such as grease recycling. Similar to what the Applicant does now at its L.A. Live operation, all grease from the Event Center would be recycled for use as bio-fuel, and for animal feeds and other industrial uses. This current practice has been incorporated into the sustainability program for the Project Site, which is required to be implemented as part of Project Design Feature F.2-1. Refer to Subsection Appendix E of Section II, Corrections and Additions, of this Final EIR.

Regarding Event Center food, the Applicant will work with suppliers and vendors to use their green service offerings, including but not limited to, an agreement with food vendors to use biodegradable service ware and to source local and organic food to the fullest extent possible. Similar to what the Event Center Applicant currently does at its STAPLES Center venue, it will work with the Event Center concessionaire to incorporate natural beef, organic poultry, hormone free pork products and local and organic fruits and vegetables. This current practice has been incorporated into the sustainability program for

the Project Site, which is required to be implemented as part of Project Design Feature F.2-1. Refer to Subsection Appendix E of Section II, Corrections and Additions, of this Final EIR.

With regard to electronic ticketing/recycled paper, the Event Center Applicant will be using best available ticketing technologies, including electronic tickets where feasible. For Event Center tickets printed onsite, AEG shall use a ticket card stock that contains a minimum of 30 percent recycled content. This practice has been incorporated into the sustainability program for the Project Site, which is required to be implemented as part of Project Design Feature F.2-1. Refer to Subsection Appendix E of Section II, Corrections and Additions, of this Final EIR.

Regarding green cleaning, as stated in the discussion of project design features on page IV.F.1-29 of Section IV.F.1, Air Quality, of the Draft EIR, “Ninety (90) percent of on-going consumable paper, janitorial and lighting products will be purchased in conformance with AEG’s Environmentally Preferable Procurement Policy, which establishes priorities for the purchase of products based on health and environmental considerations.” The Event Center Applicant’s STAPLES Center currently uses green cleaning products for over 80 percent of its cleaning operations. This current practice is part of the sustainability program for the Project Site that will be implemented in accordance with Project Design Feature F.2-1, which requires implementation of a Sustainability Program.

As discussed in Response to Comment No. 12-33, the Applicant will work with DWP to explore additional renewable energy options. In addition, as discussed in Response to Comment No. 23-3, the Event Center Applicant will increase the use of solar energy within the Project Site. As discussed in Response to Comment No. 18-7, the Event Center Applicant has also committed to increase the diversion of waste during construction and operation of the Proposed Project. As discussed in Response to Comment No. 18-7, a green living classroom will be integrated into the New Hall. Also note that the Event Center Applicant and its project manager will be hosting a LEED Design Eco Charrette. The green living classroom has been incorporated into the sustainability program for the Project Site, which is required to be implemented as part of Project Design Feature F.2-1. Refer to Subsection Appendix E of Section II, Corrections and Additions, of this Final EIR.

### **Comment No. 18-10**

#### **Local and Regional Air Quality and Health Risk**

The DEIR projects significant air quality impacts locally and regionally.

Regional operational emissions would still exceed the SCAQMD daily emission threshold for regional NO<sub>x</sub>, VOC, PM<sub>10</sub> PM<sub>2.5</sub>, and CO after implementation of feasible mitigation measures. Therefore, operation of the Proposed Project would have a significant and unavoidable impact on regional air quality. Cumulative operational air quality impacts would also remain significant. (IV.F 1-81)

Localized operational emissions would also still exceed their respective state and federal thresholds. Therefore, with respect to localized emissions from operational activities, PM<sub>10</sub> and NO<sub>x</sub> impacts would be significant and unavoidable. (IV.F 1-81)

During Proposed Project operations significant localized PM<sub>10</sub> concentration levels would occur in certain areas surrounding the Project Site. (IV.F. 1-82)

The Project-related pollutants that cause these exceedances are overwhelmingly from mobile sources – that is, fans driving to and from the stadium. 95% of the PM<sub>2.5</sub>, 97% of the SO<sub>x</sub> and 88% of the NO<sub>x</sub> from “event days” are from these sources.<sup>6</sup> But instead of reducing the use of mobile sources, the DEIR shows that AEG is facilitating them by, for example, proposing improvements to the Hollywood Freeway and building additional parking structures.

<sup>6</sup> Table IV.F.1-7 at IV.F.1-41.

Remarkably, given the predicted air pollution levels,<sup>7</sup> pollution from mobile sources other than trucks using the Project’s loading docks is not analyzed in the Health Risk Assessment in the DEIR, making that document essentially worthless as well as in violation of CEQA Guideline 15126.2(a) and *Bakersfield Citizens for Local Control v. City of Bakersfield*, 124 Cal.App.4th 1184, 1219-1220 (2004).

<sup>7</sup> Actual levels may be greater than analyzed because of the DEIR’s failure to consider a scenario or scenarios that involve an NFL stadium event with an overlapping basketball or hockey capacity event at the Staples Center. Since there are two pro basketball and one pro hockey teams based at Staples, and since hockey and basketball seasons overlap all but the first month of the football season and since each of the basketball and hockey teams play upwards of 40 home games, it is not unlikely that such combination events would occur and they actually might be fairly frequent. Combination event scenarios that should have been considered include afternoon basketball or hockey with evening football, afternoon football with evening basketball or hockey, simultaneous afternoon football with either basketball or hockey and simultaneous evening football with either basketball or hockey. AEG claims that it will be able to coordinate events at Staples Center, the Convention Center and Farmers Field to eliminate such overlap, but does not say how, or what enforcement measures will be in place in the face of resistance by the sports leagues or national television networks.

It is our understanding that AEG's reason for not including non-diesel emissions in the Health Risk Assessment is that gasoline-driven vehicles would not emit substantive amounts of air toxics. This same reasoning was rejected in *Bakersfield Citizens*, in which an EIR found adverse air quality impacts derived "primarily from automobile emissions during operation and from architectural coatings and construction equipment during construction phase" but those emissions were not analyzed for health risk. The Court of Appeal rejected this approach, explaining:

Guidelines section 15126.2, subdivision (a) requires an EIR to discuss, inter alia, "health and safety problems caused by the physical changes" that the proposed project will precipitate. Both of the EIR's concluded that the projects would have significant and unavoidable adverse impacts on air quality. It is well known that air pollution adversely affects human respiratory health. (See, e.g., Bustillo, *Smog Harms Children's Lungs for Life, Study Finds*, L.A. Times (Sept. 9, 2004).) Emergency rooms crowded with wheezing sufferers are sad but common sights in the San Joaquin Valley and elsewhere. Air quality indexes are published daily in local newspapers, schools monitor air quality and restrict outdoor play when it is especially poor and the public is warned to limit their activities on days when air quality is particularly bad. Yet, neither EIR acknowledges the health consequences that necessarily result from the identified adverse air quality impacts. Buried in the description of some of the various substances that make up the soup known as "air pollution" are brief references to respiratory illnesses. However, there is no acknowledgement or analysis of the well-known connection between reduction in air quality and increases in specific respiratory conditions and illnesses. After reading the EIR's, the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin. On remand, the health impacts resulting from the adverse air quality impacts must be identified and analyzed in the new EIR's.

It is well-known that non-diesel mobile source air emissions such as ozone and its precursors (NO<sub>x</sub>, SO<sub>x</sub>, VOCs) contribute to respiratory and other health problems. See, e.g., *Traffic-related air pollution and asthma in economically disadvantaged and high traffic density neighborhoods in Los Angeles County, California*, available at [http://www.arb.ca.gov/research/singleproject.php?row\\_id=64715](http://www.arb.ca.gov/research/singleproject.php?row_id=64715); the California Air Resources Board Children's Health Study, available at <http://www.arb.ca.gov/research/chs/chs.htm#new>; Gauderman, et al., *The Effect of Air Pollution on Lung Development from 10 to 18 Years of Age*, 351 N Eng Journal Med 1057-1067 (2004); Health Effects Institute, *Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects* (2010), available at <http://pubs.healtheffects.org/view.php?id=334>; USEPA *Health Effects*

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<sup>8</sup> See also *Delfino*, Repeated hospital encounters for asthma in children and exposure to traffic-related air pollution near the home, *102 Annals of Allergy, Asthma & Immunology* 138-144 (February, 2009); *Guaderman*, Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide, *16 Epidemiology* 737-743 (2005); *Brugge*, Near-highway pollutants in motor vehicle exhaust: A review of epidemiologic evidence of cardiac and pulmonary health risks, *Environmental Health* (2007). Copies of these articles are being submitted with this comment letter.

Here are the primary results of the Children's Health Study, as reported<sup>9</sup> by CARB, the study's sponsor:

<sup>9</sup> See <http://www.arb.ca.gov/research/chs/over.htm>.

- Air pollution harms children's lungs for life. Children exposed to higher levels of particulate matter, nitrogen dioxide, acid vapor and elemental carbon, had significantly lower lung function at age 18, an age when the lungs are nearly mature and lung function deficits are unlikely to be reversed.
- Children that were exposed to current levels of air pollution had significantly reduced lung growth and development when exposed to higher levels of acid vapor, ozone, nitrogen dioxide and particulate matter which is made up of very small particles that can be breathed deeply into the lungs.
- Children living in high ozone communities who actively participated in several sports were more likely to develop asthma than children in these communities not participating in sports.
- Children living in communities with higher concentrations of nitrogen dioxide, particulate matter, and acid vapor had lungs that both developed and grew more slowly and were less able to move air through them. This decreased lung development may have permanent adverse effects in adulthood.
- Children who moved away from study communities had increased lung development if the new communities had lower particulate matter levels, and had

decreased lung development if the new communities had higher particulate matter levels.

- Days with higher ozone levels resulted in significantly higher school absences due to respiratory illness.
- Children with asthma who were exposed to higher concentrations of particulate matter were much more likely to develop bronchitis.

In view of these data and studies, the Health Risk Analysis in the DEIR needs to be re-done to analyze the risk posed by non-diesel emissions from mobile sources associated with the Project.

Moreover, the air pollution effects reported in the DEIR, which will have their greatest impact on the nearby Pico-Union neighborhood, are not unavoidable. For example, the mobile source emissions modeling is based on an assumed<sup>10</sup> 26-mile trip length for fans attending events at the new stadium. That trip length can be substantially lessened, or essentially eliminated, if affordable, efficient public transit and other measures that we have discussed in this letter are put in place. Claiming that failure to analyze such measures is a conservative approach does not mask the fact that the air quality, and health, problems that will be inflicted on the Pico-Union neighborhood and others by the Project can be mitigated.

<sup>10</sup> *"The DEIR analysis was based on information provided by the Traffic Consultant in which it was assumed 10 miles for worker commute, 8 miles for patrons at the Convention Center, and 26 miles for events at the Event Center. Appendix M-1 at 200.*

### **Response to Comment No. 18-10**

This comment correctly identifies that the Proposed Project would result in significant regional and localized operational air quality impacts with the majority of pollutant emissions resulting from mobile sources. However, the Proposed Project's operational air quality impacts as set forth in the Draft EIR are likely overstated. The vehicle trips used in the analysis are conservatively high, and the transit use estimates are considered conservatively low. The Proposed Project will implement various mitigation measures to increase transit use and reduce trips, as identified on pages IV.B.1-168 to IV.B.1-169 of Section IV, Transportation, of the Draft EIR.

As stated on page II-16 of the Draft EIR, the Event Center Applicant is also required to undertake measures to achieve an automobile trip ratio that is no more than 90 percent of the trip ratio of any other stadium serving a team in the National Football League. If the Project has not achieved the SB 292 requirement by the fifth year of operation, then the City shall require the Event Center Applicant to implement additional trip reduction measures. The Project will also implement additional measures to increase transit and

rideshare ridership and reduce auto trips, as identified in the TMP outlined on pages IV.B.1-181 to IV.B.1-184 of Section IV.B.1, Transportation, of the Draft EIR. Thus, it is anticipated that actual transit use will be much higher than assumed in the Draft EIR and that vehicle miles travelled and resulting pollutant emissions would be correspondingly lower. Refer also to Topical Response No. 5 regarding SB 292.

Localized air quality impacts evaluated in Section IV.F, Air Quality, of the Draft EIR included sources of emissions beyond the scope of SCAQMD's Final Localized Significance Threshold Methodology (June 2003). The SCAQMD's Final Localized Significance Threshold Methodology provides the following guidance as to what should be included in the localized impact analysis:

"The primary emissions from operational activities include, but are not limited to NO<sub>x</sub> and CO combustion emissions from stationary sources and/or on-site mobile equipment. Some operational activities may also include fugitive PM<sub>2.5</sub> and PM<sub>10</sub> dust generating activities, such as aggregate operations or earthmoving activities at landfills. Off-site mobile emissions from the project should NOT be included in the emissions compared to the LSTS. (Page 1-4)"

The above SCAQMD guidance recommends that off-site mobile emissions should not be addressed in the localized analysis of on-site sources. However, due to concern expressed from the public during scoping meetings regarding emissions from increased traffic, particularly on the freeway and local arterial roadways, Project-related traffic within 0.25 mile along freeways, on/off ramps, and local arterial roadways was included in the localized analysis. Therefore, the LST analysis is more conservative than required under published SCAQMD methodology.

The Court of Appeals' decision in *Bakersfield Citizens for Local Control v. City of Bakersfield* did not make reference to a Health Risk Assessment (HRA) for criteria pollutants, or require preparation of one. Rather, the court found the EIR in that case was deficient for failing to even acknowledge the health consequences of the project's significant air quality impacts. In contrast, the Draft EIR for the Proposed Project includes a detailed discussion of the health effects of each of the criteria pollutants that the Proposed Project will generate. Refer to Draft EIR, pages IV.F.1-2 to IV.F.1-7.

Based on a review of the references cited in this comment, additional information regarding potential health impacts from air pollutants has been included as Correction and Addition A through E of Section IV.F.1 in Section II, Corrections and Additions, of this Final EIR.

The Draft EIR includes a detailed health risk assessment (HRA) that quantitatively analyzes the potential health risks associated with TACs generated by the Project. This HRA was performed in conformance with the SCAQMD's rigorous methodology, which requires an assessment of increased cancer and other health risks due to TACs. As shown in Table IV.F.1-13 (Revised) in Subsection IV.F.1 of Section II, Corrections and Additions, of this Final EIR, the results of the HRA, using even more conservative assumptions, yielded a maximum off-site incremental individual cancer risk of 4.7 in a million at the residences located to the north of the Project Site (The Ritz-Carlton Residences at L.A. LIVE).

The comment correctly identifies that off-site mobile sources were not included in the (HRA) in the Draft EIR since non-diesel gasoline-driven vehicles would not emit substantive amounts of air toxics and the project fleet mix for events would primarily be non-diesel vehicles. As a result, offsite mobile sources would not substantially contribute to acute, chronic, and carcinogenic (cancer) risk. In response to this comment, the HRA provided in Appendix M.1-4 of the Draft EIR has been updated to include off-site mobile sources consistent with modeling parameters used in the localized criteria pollutant analysis. Please refer to revised Appendix M.1-4 included as Appendix B of this Final EIR. Project-related on-road vehicles (both gasoline and diesel) on arterial roadways and freeways within one-quarter mile of the Project site have been included in the updated HRA. Please refer to Section II, Corrections and Additions, of this Final EIR. The updated modeling indicates that offsite mobile sources would contribute an additional 0.59 in a million in which the contribution from diesel vehicles would be approximately 0.49 and gasoline vehicles would represent 0.14 in a million. The maximum off-site incremental individual combined risk would increase to 3.9 in one million. Please note that in Response to Comment No. 5-20, the health risk analysis was conducted to reflect permitted limits for emergency generators (instead of actual projected use). The resultant combined increase in net cancer risk would increase from 3.3 in one million to 4.7 in one million, which is still well below the SCAQMD significance threshold of 10 in one million.

### **Comment No. 18-11**

In conclusion, the DEIR needs to be rewritten and then re-circulated when the problems we have identified are fixed. Thank you for considering our comments.

### **Response to Comment No. 18-11**

The Commenter is referred to Response to Comment Nos. 18-1 through 18-10. In addition, as described in Topical Response 4, Adequacy of Draft EIR, neither the comments submitted on the Draft EIR nor the responses provide new significant information warranting recirculation of the Draft EIR as set forth in CEQA Guidelines

Section 15088.5. Rather, the Draft EIR is comprehensive and has been prepared in accordance with CEQA.

**Comment No. 18-12**

See following page.

Review

Open Access

## Near-highway pollutants in motor vehicle exhaust: A review of epidemiologic evidence of cardiac and pulmonary health risks

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### Abstract

There is growing evidence of a distinct set of freshly-emitted air pollutants downwind from major highways, motorways, and freeways that include elevated levels of ultrafine particulates (UFP), black carbon (BC), oxides of nitrogen (NO<sub>x</sub>), and carbon monoxide (CO). People living or otherwise spending substantial time within about 200 m of highways are exposed to these pollutants more so than persons living at a greater distance, even compared to living on busy urban streets. Evidence of the health hazards of these pollutants arises from studies that assess proximity to highways, actual exposure to the pollutants, or both. Taken as a whole, the health studies show elevated risk for development of asthma and reduced lung function in children who live near major highways. Studies of particulate matter (PM) that show associations with cardiac and pulmonary mortality also appear to indicate increasing risk as smaller geographic areas are studied, suggesting localized sources that likely include major highways. Although less work has tested the association between lung cancer and highways, the existing studies suggest an association as well. While the evidence is substantial for a link between near-highway exposures and adverse health outcomes, considerable work remains to understand the exact nature and magnitude of the risks.

### Background

Approximately 11% of US households are located within 100 meters of 4-lane highways [estimated using: [1,2]]. While it is clear that automobiles are significant sources of air pollution, the exposure of near-highway residents to pollutants in automobile exhaust has only recently begun to be characterized. There are two main reasons for this: (A) federal and state air monitoring programs are typically set up to measure pollutants at the regional, not local scale; and (B) regional monitoring stations typically do not measure all of the types of pollutants that are elevated next to highways. It is, therefore, critical to ask what is known about near-highway exposures and their possible health consequences.

Here we review studies describing measurement of near-highway air pollutants, and epidemiologic studies of cardiac and pulmonary outcomes as they relate to exposure to these pollutants and/or proximity to highways. Although some studies suggest that other health impacts are also important (e.g., birth outcomes), we feel that the case for these health effects are less well developed scientifically and do not have the same potential to drive public policy at this time. We did not seek to fully integrate the relevant cellular biology and toxicological literature, except for a few key references, because they are so vast by themselves.

We started with studies that we knew well and also searched the engineering and health literature on Medline. We were able to find some earlier epidemiologic studies based on citations in more recent articles. We include some studies that assessed motor vehicle-related pollutants at central site monitors (i.e., that did not measure highway proximity or traffic) because we feel that they add to the plausibility of the associations seen in other studies. The relative emphasis given to studies was based on our appraisal of the rigor of their methodology and the significance of their findings. We conclude with a summary and with recommendations for policy and further research.

### **Motor vehicle pollution**

It is well known that motor vehicle exhaust is a significant source of air pollution. The most widely reported pollutants in vehicular exhaust include carbon monoxide, nitrogen and sulfur oxides, unburned hydrocarbons (from fuel and crankcase oil), particulate matter, polycyclic aromatic hydrocarbons, and other organic compounds that derive from combustion [3-5]. While much attention has focused on the transport and transformation of these pollutants in ambient air – particularly in areas where both ambient pollutant concentrations and human exposures are elevated (e.g., congested city centers, tunnels, and urban canyons created by tall buildings), less attention has been given to measuring pollutants and exposures near heavily-trafficked highways. Several lines of evidence now suggest that steep gradients of certain pollutants exist next to heavily traveled highways and that living within these elevated pollution zones can have detrimental effects on human health.

It should be noted that many different types of highways have been studied, ranging from California "freeways" (defined as multi-lane, high-speed roadways with restricted access) to four-lane (two in each direction), variable-speed roadways with unrestricted access. There is considerable variation in the literature in defining highways and we choose to include studies in our review that used a broad range of definitions (see Table 1).

It should also be noted that there may be significant heterogeneity in the types and amounts of vehicles using highways. The typical vehicle fleet in the US is composed of passenger cars, sports utility vehicles, motorcycles, pickup trucks, vans, buses, and small, medium, and large trucks. The composition and size of a fleet on a given highway may vary depending on the time of day, day of the week, and use restrictions for certain classes of vehicles. Fleets may also vary in the average age and state of repair of vehicles, the fractions of vehicles that burn diesel and gasoline, and the fraction of vehicles that have catalytic converters. These factors will influence the kinds and

amounts of pollutants in tailpipe emissions. Similarly, driving conditions, fuel chemistry, and meteorology can also significantly impact emissions rates as well as the kinds and concentrations of pollutants present in the near-highway environment. These factors have rarely been taken into consideration in health outcome studies of near-highway exposure.

Based on our review of the literature, the pollutants that have most consistently been reported at elevated levels near highways include ultrafine particles (UFP), black carbon (BC), nitrogen oxides (NO<sub>x</sub>), and carbon monoxide (CO). In addition, PM<sub>2.5</sub> and PM<sub>10</sub> were measured in many of the epidemiologic studies we reviewed. UFP are defined as particles having an aerodynamic diameter in the range of 0.005 to 0.1 microns (um). UFP form by condensation of hot vapors in tailpipe emissions, and can grow in size by coagulation. PM<sub>2.5</sub> and PM<sub>10</sub> refer to particulate matter with aerodynamic diameters of 2.5 and 10 um, respectively. BC (or "soot carbon") is an impure form of elemental carbon that has a graphite-like structure. It is the major light-absorbing component of combustion aerosols. These various constituents can be measured in real time or near-real time using particle counters (UFP) and analyzers that measure light absorption (BC and CO), chemiluminescence (NO<sub>x</sub>), and weight (PM<sub>2.5</sub> and PM<sub>10</sub>). Because UFP, NO<sub>x</sub>, BC, and CO derive from a common source – vehicular emissions – they are typically highly inter-correlated.

### **Air pollutant gradients near highways**

Several recent studies have shown that sharp pollutant gradients exist near highways. Shi et al. [6] measured UFP number concentration and size distribution along a roadway-to-urban-background transect in Birmingham (UK), and found that particle number concentrations decreased nearly 5-fold within 30 m of a major roadway (>30,000 veh/d). Similar observations were made by Zhu et al. [7,8] in Los Angeles. Zhu et al. measured wind speed and direction, traffic volume, UFP number concentration and size distribution as well as BC and CO along transects downwind of a highway that is dominated by gasoline vehicles (Freeway 405; 13,900 vehicles per hour; veh/h) and a highway that carries a high percentage of diesel vehicles (Freeway 710; 12,180 veh/h). Relative concentrations of CO, BC, and total particle number concentration decreased exponentially between 17 and 150 m downwind from the highways, while at 300 m UFP number concentrations were the same as at upwind sites. An increase in the relative concentrations of larger particles and concomitant decrease in smaller particles was also observed along the transects (see Figure 1). Similar observations were made by Zhang et al. [9] who demonstrated "road-to-ambient" evolution of particle number distributions near highways 405 and 710 in both winter and sum-

**Table 1: Summary of near-highway pollution gradients**

Citation	Location	Highway traffic intensity <sup>a</sup>	Pollutants measured <sup>b</sup>	Observed Pollution Gradients
Shi et al. 1999 (6)	Birmingham, UK	30,000 veh/d	UFP + FP (10-10 <sup>4</sup> nm)	2-100 m <sup>c</sup>
Zhu et al. 2002 (8)	Los Angeles; Freeway 710	12,180 veh/h	UFP, CO, BC	17-300 m <sup>c</sup>
Zhu et al. 2002 (7)	Los Angeles; Freeway 405	13,900 veh/h	UFP, CO, BC	30-300 m <sup>c</sup>
Hitchins et al. 2002 (11)	Brisbane (Austr.)	2,130-3,400 veh/h	UFP + FP (15-2 × 10 <sup>4</sup> nm), PM <sub>2.5</sub>	15-375 m <sup>c</sup>
Fischer et al. 2000 (13)	Amsterdam	<3,000-30,974 veh/d	PM <sub>2.5</sub> , PM <sub>10</sub> , PPAH, VOCs	NA
Roorda-Knape et al. 1998 (14)	Netherlands	80,000-152,000 veh/d	PM <sub>2.5</sub> , PM <sub>10</sub> , BC, VOCs, NO <sub>2</sub>	15-330 m <sup>c</sup>
Janssen et al. 2001 (15)	Netherlands	40,000-170,000 veh/d	PM <sub>2.5</sub> , VOCs, NO <sub>2</sub>	< 400 m <sup>c</sup>
Morawska et al. 1999 (12)	Brisbane (Austr.)	NA	UFP	10-210 m <sup>c</sup>

<sup>a</sup>As defined in article cited (veh/d = vehicles per day; veh/h = vehicles per hour).

<sup>b</sup>UFP = ultrafine particles; FP = fine particles; PM<sub>2.5</sub> = particles with aerodynamic diameter ≤ 2.5 μm; PM<sub>10</sub> = particles with aerodynamic diameter ≤ 10 μm; BC = black carbon; PPAH = particle-bound polycyclic aromatic hydrocarbons; VOCs = volatile organic compounds

<sup>c</sup>Pollutant measurements were made along a transect away from the highway

NA = not applicable; measurements were not made.

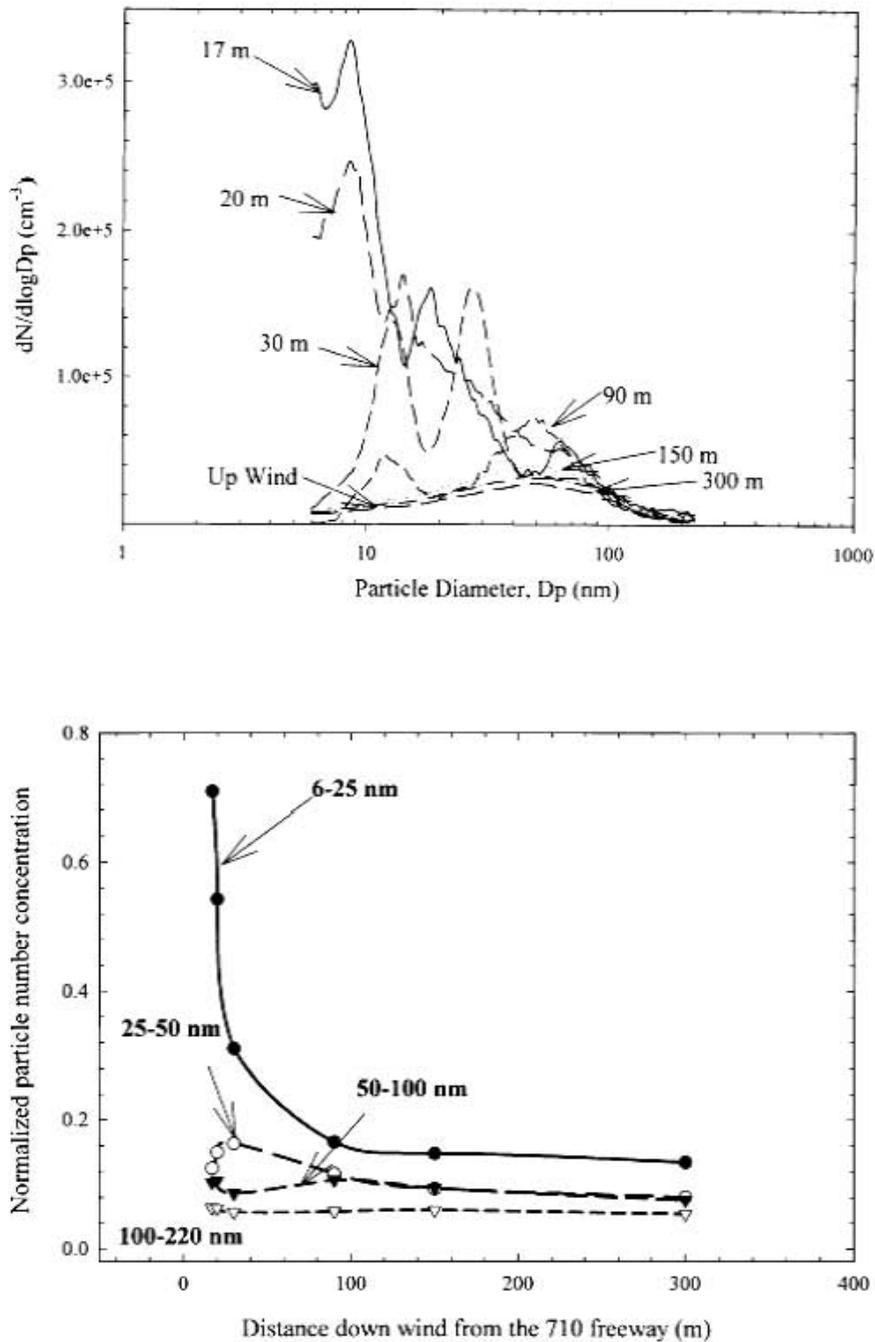
mer. Zhang et al. observed that between 30-90 m downwind of the highways, particles grew larger than 0.01 μm due to condensation, while at distances >90 m, there was both continued particle growth (to >0.1 μm) as well as particle shrinkage to <0.01 μm due to evaporation. Because condensation, evaporation, and dilution alter size distribution and particle composition, freshly-emitted UFP near highways may differ in chemical composition from UFP that has undergone atmospheric transformation during transport to downwind locations [10].

Two studies in Brisbane (Australia) highlight the importance of wind speed and direction as well as contributions of pollutants from nearby roadways in tracking highway-generated pollutant gradients. Hitchins et al. [11] measured the mass concentrations of 0.1-10 μm particles as well as total particle number concentration and size distribution for 0.015-0.7 μm particles near highways (2,130-3,400 veh/h). Hitchins et al. observed that the distance from highways at which number and mass concentrations decreased by 50% varied from 100 to 375 m depending on the wind speed and direction. Morawska et al. [12] measured the changes in UFP number concentrations along horizontal and vertical transects near highways to distinguish highway and normal street traffic contributions. It was observed that UFP number concentrations were highest <15 m from highways, while 15-200 m from highways there was no significant difference in UFP number concentrations along either horizontal or vertical transects - presumably due to mixing of highway pollutants with emissions from traffic on nearby, local roadways.

In addition to UFP, other pollutants - such as PM<sub>2.5</sub>, PM<sub>10</sub>, NO<sub>2</sub> (nitrogen dioxide), VOCs (volatile organic

compounds), and particle-bound polycyclic aromatic hydrocarbons (PPAH) - have been studied in relation to heavily-trafficked roadways. Fischer et al. [13] measured PM<sub>2.5</sub>, PM<sub>10</sub>, PPAH, and VOC concentrations outside and inside homes on streets with high and low traffic volumes in Amsterdam (<3,000-30,974 veh/d). In this study, PPAH and VOCs were measured using methods based on gas chromatography. Fischer et al. found that while PM<sub>2.5</sub> and PM<sub>10</sub> mass concentrations were not specific indicators of traffic-related air pollution, PPAH and VOC levels were ~2-fold higher both indoor and outdoor in high traffic areas compared to low traffic areas. Roorda-Knape et al [14] measured PM<sub>2.5</sub>, PM<sub>10</sub>, black smoke (which is similar to BC), NO<sub>2</sub>, and benzene in residential areas <300 m from highways (80,000-152,000 veh/d) in the Netherlands. Black smoke was measured by a reflectance-based method using filtered particles; benzene was measured using a method based on gas chromatography. Roorda-Knape et al reported that outdoor concentrations of black smoke and NO<sub>2</sub> decreased with distance from highways, while PM<sub>2.5</sub>, PM<sub>10</sub>, and benzene concentrations did not change with distance. In addition, Roorda-Knape et al. found that indoor black smoke concentrations were correlated with truck traffic, and NO<sub>2</sub> was correlated with both traffic volume and distance from highways. Janssen et al. [15] studied PM<sub>2.5</sub>, PM<sub>10</sub>, benzene, and black smoke in 24 schools in the Netherlands and found that PM<sub>2.5</sub> and black smoke increased with truck traffic and decreased with distance from highways (40,000-170,000 veh/d).

In summary, the literature shows that UFP, BC, CO and NO<sub>x</sub> are elevated near highways (>30,000 veh/d), and that other pollutants including VOCs and PPAHs may also be elevated. Thus, people living within about 30 m of highways are likely to receive much higher exposure to



**Figure 1**

Ultrafine particle size distribution (top panel) and normalized particle number concentration for different size ranges (bottom panel) as a function of distance from a highway in Los Angeles. From Zhu et al. (8). Reprinted with permission from Elsevier.

traffic-related air pollutants compared to residents living >200 m (+/- 50 m) from highways.

#### **Cardiovascular health and traffic-related pollution**

Results from clinical, epidemiological, and animal studies are converging to indicate that short-term and long-term exposures to traffic-related pollution, especially particulates, have adverse cardiovascular effects [16-18]. Most of these studies have focused on, and/or demonstrated the strongest associations between cardiovascular health outcomes and particulates by weight or number concentrations [19-21] though CO, SO<sub>2</sub>, NO<sub>2</sub>, and BC have also been examined. BC has been shown to be associated with decreases in heart rate variability (HRV) [22,23] and black smoke and NO<sub>2</sub> shown to be associated with cardiopulmonary mortality [24].

Short-term exposure to fine particulate pollution exacerbates existing pulmonary and cardiovascular disease and long-term repeated exposures increases the risk of cardiovascular disease and death [25,26].

Though not focused on near-highway pollution, two large prospective cohort studies, the Six-Cities Study [27] and the American Cancer Society (ACS) Study [28] provided the groundwork for later research on fine particulates and cardiovascular disease. Both of these studies found associations between increased levels of exposure to ambient PM and sulfate air pollution recorded at central city monitors and annual average mortality from cardiopulmonary disease, which at the time combined cardiovascular and pulmonary disease other than lung cancer. The Six-Cities Study examined PM<sub>2.5</sub> and PM<sub>10/15</sub>. The ACS study examined PM<sub>2.5</sub>. Relative risk ratios of mortality from cardiopulmonary disease comparing locations with the highest and lowest fine particle concentrations (which had differences of 24.5 and 18.6 ug/m<sup>3</sup> respectively) were 1.37 (1.11, 1.68) and 1.31 (1.17, 1.46) in the Six Cities and ACS studies, respectively. These analyses controlled for many confounders, including smoking and gas stoves but not other housing conditions or time spent at home. The studies were subject to intensive replication, validation, and reanalysis that confirmed the original findings. PM<sub>2.5</sub> generally declined following implementation of new US Environmental Protection Agency standards in 1997 [17,29], yet since that time studies have shown elevated health risks due to long-term exposures to the 1997 PM threshold concentrations [29,30].

Much of the epidemiological research has focused on assessing the early physiological responses to short-term fluctuations in air pollution in order to understand how these exposures may alter cardiovascular risk profiles and exacerbate cardiovascular disease [31]. Heart rate variability, a risk factor for future cardiovascular outcomes, is

altered by traffic-related pollutants particularly in older people and people with heart disease [22,23,32]. With decreased heart rate variability as the adverse outcome, negative associations between HRV and particulates were strongest for the smallest size fraction studied [33] (PM<sub>0.3-1.0</sub>); [34] (PM<sub>0.02-1</sub>). In two studies that included other pollutants, black carbon, an indicator of traffic particles, also elicited a strong association with both time and frequency domain HRV variables; associations were also strong for PM<sub>2.5</sub> for both time and frequency HRV variables in the Adar et al study [23]; this and subsequent near highway studies are summarized in Table 2], however, PM<sub>2.5</sub> was not associated with frequency domain variables in the Schwartz et al. study [22].

Several studies show that exposure to PM varies spatially within a city [35-37], and finer spatial analyses show higher risks to individuals living in close proximity to heavily trafficked roads [18,37]. A 2007 paper from the Woman's' Health Initiative used data from 573 PM<sub>2.5</sub> monitors to follow over 65,000 women prospectively. They reported very high hazard ratios for cardiovascular events (1.76; 95% CI, 1.25 to 2.47) possibly due to the fine grain of exposure monitoring [18]. In contrast, studies that relied on central monitors [27,28] or interpolations from central monitors to highways are prone to exposure misclassification because individuals living close to highways will have a higher exposure than the general area. A possible concern with this interpretation is that social gradients may also situate poorer neighborhoods with potentially more susceptible populations closer to highways [38-40].

At a finer grain, Hoek et al. [24] estimated home exposure to nitrogen dioxide (NO<sub>2</sub>) and black smoke for about 5,000 participants in the Netherlands Cohort Study on Diet and Cancer. Modeled exposure took into consideration proximity to freeways and main roads (100 m and 50 m, respectively). Cardiopulmonary mortality was associated with both modeled levels of pollutants and living near a major road with associations less strong for background levels of both pollutants. A case-control study [41], found a 5% increase in acute myocardial infarction associated with living within 100 m of major roadways. A recent analysis of cohort data found that traffic density was a predictor of mortality more so than was ambient air pollution [42]. There is a need for studies that assess exposure at these scales, e.g., immediate vicinity of highways, to test whether cardiac risk increases still more at even smaller scales.

Although we cannot review it in full here, we note that evidence beyond the epidemiological literature support the contention that PM<sub>2.5</sub> and UFP (a sub-fraction of PM<sub>2.5</sub>) have adverse cardiovascular effects [16,17]. PM<sub>2.5</sub> appears

**Table 2: Summary of near-highway health effects studies**

Citation	Location	Highway traffic intensity <sup>a</sup>	Pollutants measured <sup>b</sup>	Distance from highway	Health Outcomes	Statistical association <sup>c</sup>
Schwartz et al. 2005 (22)	Boston	NA	PM <sub>2.5</sub> , BC, CO	NA	Heart rate variability	Decreases in measures of heart rate variability
Adar et al. 2007 (23)	St. Louis, Missouri	NA	PM <sub>2.5</sub> , BC, UFP	On highway in busses	Heart rate variability	Decreases in measures of heart rate variability
Hoek et al. 2002 (24)	Netherlands	NA	BC, NO <sub>2</sub>	Continuous <sup>d</sup>	Cardio-pulmonary mortality, lung cancer	1.41 OR for living near road
Tonne et al. 2007 (41)	Worcester, Mass.	NA	PM <sub>2.5</sub>	Continuous <sup>d</sup>	Acute myocardial infarction (AMI)	5% increase in odds of AMI
Venn et al. 2001 (49)	Nottingham, UK	NA	NA	Continuous <sup>d</sup>	Wheezing in children	1.08 OR for living w/ in 150 m of road
Nicolai et al. 2003 (58)	Munich, Germany	>30,000 veh/d	Soot, benzene, NO <sub>2</sub>	Traffic counts within 50 m of house	Asthma, respiratory symptoms, allergy	1.79 OR for asthma and high traffic volume
Gauderman et al. 2005 (65)	Southern California	NA	NO <sub>2</sub>	Continuous <sup>d</sup>	Asthma, respiratory symptoms	Increased asthma closer to freeways
McConnell et al. 2006 (57)	Southern California	NA	NA	Continuous <sup>d</sup>	Asthma	Large risk for children living w/in 75 m of road
Ryan, et al. 2007 (59)	Cincinnati, Ohio	> 1,000 trucks/d	PM <sub>2.5</sub>	400 m	Wheezing in children	NA
Kim et al. 2004 (60)	San Francisco	90,000 – 210,000 veh/d	PM, BC, NO <sub>x</sub>	School sites	Childhood asthma	1.07 OR for high levels of NO <sub>x</sub>
Wjst et al. 1993 (68)	Munich, Germany	7,000–125,000 veh/d	NO <sub>x</sub> , CO	School sites	Asthma, bronchitis	Several statistical associations found
Brunekreef et al. 1997 (69)	Netherlands	80,000 – 152,000 veh/d	PM <sub>10</sub> , NO <sub>2</sub>	Continuous <sup>d</sup>	Lung function	Decreased FEV with proximity to high truck traffic
Janssen et al. 2003 (74)	Netherlands	30,000–155,000 veh/d	PM <sub>2.5</sub> , NO <sub>2</sub> , benzene	< 400 m <sup>c</sup>	Lung function, respiratory symptoms	No association with lung function
Peters et al. 1999 (82)	Southern California	NA	PM <sub>10</sub> , NO <sub>2</sub>	NA	Asthma, bronchitis, cough, wheeze	1.54 OR of wheeze for boys with exposure to NO <sub>2</sub>
Brauer et al. 2007 (67)	Netherlands	Highways and streets	PM <sub>2.5</sub> , NO <sub>2</sub> , soot	Modeled exposure	Asthma, allergy, bronchitis, respiratory symptoms	Strongest association was with food allergies
Visser et al. 2004 (91)	Amsterdam	> 10,000 veh/d	NA	NA	Cancer	Multiple associations
Vineis et al. 2006 (87)	10 European countries	NA	PM <sub>10</sub> , NO <sub>2</sub> , SO <sub>2</sub>	NA	Cancer	1.46 OR near heavy traffic, 1.30 OR for high exposure to NO <sub>2</sub>
Gauderman et al. 2007 (73)	Southern California	NA	PM <sub>10</sub> , NO <sub>2</sub>	Continuous <sup>d</sup>	Lung Function	Decreased FEV for those living near freeway

<sup>a</sup>As defined in article cited (veh/d = vehicles per day; veh/h = vehicles per hour).

<sup>b</sup>UFP = ultrafine particles; FP = fine particles; PM<sub>2.5</sub> = particles with aerodynamic diameter ≤ 2.5 μm; PM<sub>10</sub> = particles with aerodynamic diameter ≤ 10 μm; BC = black carbon; PPAH = particle-bound polycyclic aromatic hydrocarbons; VOCs = volatile organic compounds

<sup>c</sup>Pollutant measurements were made along a transect away from the highway

<sup>d</sup>Proximity of each participant to a major road was calculated using GIS software

<sup>e</sup>Statistical association between proximity to highway or exposure to traffic-generated pollutants and measured health outcomes

NA = not applicable; measurements were not made.

to be a risk factor for cardiovascular disease via mechanisms that likely include pulmonary and systemic inflammation, accelerated atherosclerosis and altered cardiac autonomic function [17,22,43-46]. Uptake of particles or particle constituents in the blood can affect the autonomic control of the heart and circulatory system. Black smoke, a large proportion of which is derived from mobile source emissions [30], has a high pulmonary deposition efficiency, and due to their surface area-to-volume ratios can carry relatively more adsorbed and condensed toxic air pollutants (e.g., PPAH) compared to larger particles [17,47,48]. Based on high particle numbers, high lung deposition efficiency and surface chemistry, UFP may provide a greater potential than PM<sub>2.5</sub> for inducing inflammation [10]. UFPs have high cytotoxic reactive oxygen species (ROS) activity, through which numerous

inflammatory responses are induced, compared to other particles [10]. Chronically elevated UFP levels such as those to which residents living near heavily trafficked roadways are likely exposed can lead to long-term or repeated increases in systemic inflammation that promote arteriosclerosis [18,29,34,37].

#### **Asthma and highway exposures**

Evidence that near highway exposures present elevated risk is relatively well developed with respect to child asthma studies. These studies have evolved over time with the use of different methodologies. Studies that used larger geographic frames and/or overall traffic in the vicinity of the home or school [49-52] or that used self-report of traffic intensity [53] found no association with asthma prevalence. Most recent child asthma studies have,

instead, used increasingly narrow definitions of proximity to traffic, including air monitoring or modeling) and have focused on major highways instead of street traffic [54-59]. All of these studies have found statistically significant associations between the prevalence of asthma or wheezing and living very close to high volume vehicle roadways. Confounders considered included housing conditions (pests, pets, gas stoves, water damage), exposure to tobacco smoke, various measures of socioeconomic status (SES), age, sex, and atopy, albeit self-reported and not all in a single study.

Multiple studies have found girls to be at greater risk than boys for asthma resulting from highway exposure [55,57,60]. A recent study also reports elevated risk only for children who moved next to the highway before they were 2 years of age, suggesting that early childhood exposure may be key [57]. The combined evidence suggests that living within 100 meters of major highways is a risk factor, although smaller distances may also result in graded increases in risk. The neglect of wind direction and the absence of air monitoring from some studies are notable missing factors. Additionally, recent concerns have been raised that geocoding (attaching a physical location to addresses) could introduce bias due to inaccuracy in locations [61].

Studies that rely on general area monitoring of ambient pollution and assess regional pollution on a scale orders of magnitude greater than the near-roadway gradients have also found associations between traffic generated pollution (CO and NO<sub>x</sub>) and prevalence of asthma [62] or hospital admission for asthma [63]. Lweguga-Mukasa et al. [64] monitored air up and down wind of a major motor vehicle bridge complex in Buffalo, NY and found that UFP were higher downwind, dropping off with distance. Their statistical models did not, however, support an association of UFP with asthma. A study in the San Francisco Bay Area measured PM<sub>2.5</sub>, BC and NO<sub>x</sub> over several months next to schools and found both higher pollution levels downwind from highways and a linear association of BC with asthma in long-term residents [60].

Gauderman et al. [65] measured NO<sub>2</sub> next to homes of 208 children. They found an odds ratio (OR) of 1.83 (confidence interval (CI): 1.04-3.22) for outdoor NO<sub>2</sub> (probably a surrogate for total highway pollution) and lifetime diagnosis of asthma. They also found a similar association with distance from residence to freeway. Self-report was used to control for numerous confounders, including tobacco smoke, SES, gas stoves, mildew, water damage, cockroaches and pets which did not substantially affect the association. Gauderman's study suggests that ambient air monitoring at the residence substantially increases sta-

tistical power to detect association of asthma with highway exposures.

Modeling of elemental carbon attributable to traffic near roadways based on ambient air monitoring of PM<sub>2.5</sub> has recently emerged as a viable approach and a study using this method found an association with infant wheezing. The modeled values appear to be better predictors than proximity. Elevation of the residence relative to traffic was also an important factor in this study [66]. A 2007 paper reported on modeled NO<sub>2</sub>, PM<sub>2.5</sub> and soot and the association of these values with asthma and various respiratory symptoms in the Netherlands [67]. While finding modest statistically significant associations for asthma and symptoms, it is somewhat surprising that they found stronger associations for development of sensitization to food allergens.

#### **Pediatric lung function and traffic-related air pollution**

Studies of association of children's lung function with traffic pollutants have used a variety of measures of exposure, including: traffic density, distance to roadways, area (city) monitors, monitoring at the home or school and personal monitoring. Studies have assessed both chronic effects on lung development and acute effects and have been both cross-sectional and longitudinal. The wide range of approaches somewhat complicates evaluation of the literature.

Traffic density in school districts in Munich was associated with decreases in forced vital capacity (FVC), forced expiratory volume in 1 second (FEV<sub>1</sub>), FEV<sub>1</sub>/FVC and other measures, although the 2-kilometer (km) areas, the use of sitting position for spirometry and problems with translation for non-German children were limitations [68]. Brunekreef et al. [69] used distance from major roadways, considered wind direction and measured black smoke and NO<sub>2</sub> inside schools. They found the largest decrements in lung function in girls living within 300 m of the roadways.

A longitudinal study of children (average age at start = 10 years) in Southern California reported results at 4 [70] and 8 years [71]. Multiple air pollutants were measured at sites in 12 communities. Due to substantial attrition, only 42% of children enrolled at the start were available for the 8-year follow-up. Substantially lower growth in FEV<sub>1</sub> was associated with PM<sub>10</sub>, NO<sub>2</sub>, PM<sub>2.5</sub>, acid vapor and elemental carbon at 4 and at 8 years. The analysis could not indicate whether the effects seen were reversible or not [72]. In 2007, it was reported from this same cohort that living within 500 m of a freeway was reported to be associated with reduced lung function [73].

A Dutch study [74] measured PM<sub>2.5</sub>, NO<sub>2</sub>, benzene and EC for one year at 24 schools located within 400 m of major roadways. While associations were seen between symptoms and truck traffic and measured pollutants, there was no significant association between any of the environmental measures and FVC < 85% or FEV<sub>1</sub> < 85%. Restricting the analysis to children living within 500 m of highways generally increased ORs.

Personal exposure monitoring of NO<sub>2</sub> as a surrogate for total traffic pollutants with 298 Korean college students found statistically significant associations with FEV<sub>1</sub>, FEV<sub>1</sub>/FVC, and forced expiratory volume between 25 and 75% (FEV<sub>25-75</sub>), but not with FVC. The multivariate regression model presented suggests that FEV<sub>25-75</sub> was the outcome measure that most clearly showed an effect [75]. Cross-sectional studies of children in Korea [76] and France [77] also indicate that lung function is diminished in association with area pollutants that largely derive from traffic.

Time series studies suggest there are also acute effects. A study of 19 asthmatic children measured PM via personally carried monitors, at homes and at central site monitors. The study found deficits in FEV<sub>1</sub> that were associated with PM, although many sources besides traffic contributed to exposure. In addition, the results suggest that ability to see associations with health outcomes improves at finer scale of monitoring [78]. PM was associated with reduced FEV<sub>1</sub> and FVC in only the asthmatic subset of children in a Seattle study [79]. Studies have also seen associations between PM and self reported peak flow measurements [80,81] and asthmatic symptoms [82].

#### **Cancer and near highway exposures**

As noted above, both the Six-Cities Study [27] and the American Cancer Society (ACS) Study [28] found associations between PM and lung cancer. Follow-up studies using the ACS cohort [29,37] and the Six-Studies cohort [83] that controlled for smoking and other risk factors also demonstrated significant associations between PM and lung cancer. The original studies were subject to intensive replication, validation, and re-analysis which confirmed the original findings [84].

The ASHMOG study [85] was designed to look specifically at lung cancer and air pollution among Seventh-day Adventists in California, taking advantage of their low smoking rates. Air pollution was interpolated to centroids of zip codes from ambient air monitoring stations. Highway proximity was not considered. The study found associations with ozone (its primary pollutant of consideration), PM<sub>10</sub> and SO<sub>2</sub>. Notably, these are not the pollutants that would be expected to be substantially elevated immediately adjacent to highways.

A case control study of residents of Stockholm, Sweden modeled traffic-related NO<sub>2</sub> levels at their homes over 30 years and found that the strongest association involved a 20 year latency period [86]. Another case control study drawn from the European Prospective Investigation on Cancer and Nutrition found statistically significantly elevated ORs for lung cancer with proximity to heavy traffic (>10,000 cars per day) as well as for NO<sub>2</sub> and PM<sub>10</sub> at nearby ambient monitoring stations [87]. Nafstad et al. [88] used modeled NO<sub>2</sub> and SO<sub>2</sub> concentrations at the homes of over 16,000 men in Oslo to test associations with lung cancer incidence. The models included traffic and point sources. The study found small, but statistically significant associations between NO<sub>2</sub> and lung cancer. Problems that run through all these studies are weak measures of exposure to secondhand tobacco smoke, the use of main roads rather than highways as the exposure group and modeled rather than measured air pollutants.

A study of regional pollution in Japan and a case control study of more localized pollution in a town in Italy also found associations between NO<sub>2</sub> and lung cancer and PM and lung cancer [89,90]. On the other hand, a study that calculated SIRs for specific cancers across lower and higher traffic intensity found little evidence of an association with a range of cancers [91].

The plausibility of near-highway pollution causing lung cancer is bolstered by the presence of known carcinogens in diesel PM. The US EPA has concluded after reviewing the literature that diesel exhaust is "likely to be carcinogenic to humans by inhalation" [92]. An interesting study of UFP and DNA damage adds credibility to an association with cancer [93]. This study had participants bicycle in traffic in Copenhagen and measured personal exposure to UFP and DNA oxidation and strand breaks in mononuclear blood cells. Bicycling in traffic increased UFP exposure and oxidative damage to DNA, thus demonstrating an association between DNA damage and UFP exposure *in vivo*.

#### **Policy and research recommendations**

Based on the literature reviewed above it is plausible that gradients of pollutants next to highways carry elevated health risks that may be larger than the risks of general area ambient pollutants. While the evidence is considerable, it is not overwhelming and is weak in some areas. The strongest evidence comes from studies of development of asthma and reduction of lung function during childhood, while the studies of cardiac health risk require extrapolation from area studies of smaller and larger geographic scales and inference from toxicology laboratory investigations. The lung cancer studies, because they include pollutants such as O<sub>3</sub> that are not locally concentrated, are not particularly strong in terms of the case for near-high-

way risk. There is a need for lung cancer research that uses major highways rather than heavily trafficked roads as the environmental exposure.

While more studies of asthma and lung function in children are needed to confirm existing findings, especially studies that integrate exposure at school, home and during commuting, to refine our knowledge about the association, we would point to the greater need for studies of cardiac health and lung cancer and their association with near highway exposures as the primary research areas needing to be developed. Many of the studies of PM and cardiac or pulmonary health have focused on mortality. Near highway mortality studies may be possible, but would be lengthy if they were initiated as prospective cohorts. Other possibilities include retrospective case control studies of mortality, cross sectional studies or prospective studies that have end points short of mortality, such as biological markers of disease. For all health end points there is a need for studies that adequately address the possible confounding of SES with proximity to highways. There is good reason to think that property values decline near highways and that control for SES by, for example, income, may be inadequate.

Because of the incomplete development of the science regarding the health risks of near highway exposures and the high cost and implication of at least some possible changes in planning and development, policy decisions are complicated. The State of California has largely prohibited siting of schools within 500 feet of freeways (SB 352; approved by the governor October 2, 2003). Perhaps this is a viable model for other states or for national-level response. As it is the only such law of which we are aware, there may be other approaches that will be and should be tried. One limitation of the California approach is that it does nothing to address the population already exposed at schools currently cited near freeways and does not address residence near freeways.

### Conclusion

The most susceptible (and overlooked) population in the US subject to serious health effects from air pollution may be those who live very near major regional transportation route, especially highways. Policies that have been technology based and regional in orientation do not efficiently address the very large exposure and health gradients suffered by these populations. This is problematic because even regions that EPA has deemed to be in regional PM "attainment" still include very large numbers of near highway residents who currently are not protected. There is a need for more research, but also a need to begin to explore policy options that would protect the exposed population.

### Abbreviations

UFP = ultra fine particles

BC = black carbon

NO<sub>2</sub> = nitrogen dioxide

NO<sub>x</sub> = oxides of nitrogen

CO = carbon monoxide

PM = particulate matter

PM<sub>2.5</sub> = particulate matter less than 2.5 um

PM<sub>10</sub> = particulate matter less than 10 um

PPAH = particle bound polyaromatic hydrocarbons

EC = elemental carbon

VOC = volatile organic compounds

SO<sub>2</sub> = sulfur dioxide

ACS = American Cancer Society

SES = socioeconomic status

EPA = Environmental Protection Agency

OR = odds ratio

FEV<sub>1</sub> = forced expiratory volume in 1 second

FEV<sub>1</sub>/FVC = ratio of FEV<sub>1</sub> and forced vital capacity

FEV<sub>25-75</sub> = forced expiratory volume between 25 and 75

FVC = forced vital capacity

ug/m<sup>3</sup> = micrograms per cubic meter of air

m = meters

um = micrometers

veh/d = vehicles per day

veh/h = vehicles per hour

### Competing interests

The author(s) declare that they have no competing interests.

## Authors' contributions

DB took the lead on the manuscript. He co-wrote the background and wrote the sections on asthma, lung function and cancer and the conclusions. JLD wrote the section on air pollutants near roadways and contributed substantially to the background. CR wrote the section on cardiovascular health. All authors participated in editing and refining the manuscript and all read it multiple times, including the final version.

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**Response to Comment No. 18-12**

Attachment 1 consisting of “Near Highway Pollutants in Motor Vehicle Exhaust: A Review of Epidemiologic Evidence of Cardiac and Pulmonary Health Risk,” dated August 9, 2007, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers.

**Comment No. 18-13**

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# Repeated hospital encounters for asthma in children and exposure to traffic-related air pollution near the home

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**Background:** Aggregate hospital encounters for asthma (admissions or emergency department visits) have been associated with daily regional air pollution. There are fewer data on relationships between repeated hospital encounters and traffic-related air pollution near the home.

**Objective:** To estimate the association of local traffic-generated air pollution with repeated hospital encounters for asthma in children.

**Methods:** Hospital records for 2,768 children aged 0 to 18 years (697 of whom had  $\geq 2$  encounters) were obtained for a catchment area of 2 hospitals in northern Orange County, California. Residential addresses were geocoded. A line source dispersion model was used to estimate individual seasonal exposures to local traffic-generated pollutants (nitrogen oxides and carbon monoxide) longitudinally beginning with the first hospital encounter. Recurrent proportional hazards analysis was used to estimate risk of exposure to air pollution adjusting for sex, age, health insurance, census-derived poverty, race/ethnicity, residence distance to hospital, and season. The adjustment variables and census-derived median household income were tested for effect modification.

**Results:** Adjusted hazard ratios for interquartile range increases in nitrogen oxides (4.00 ppb) and carbon monoxide (0.056 ppm) were 1.10 (95% confidence interval, 1.03–1.16) and 1.07 (1.01–1.14), respectively. Associations were strongest for girls and infants but were not significantly different from other groups. Stronger associations in children from higher-income block groups ( $P < .09$  for trend) may have been due to more accurate data.

**Conclusions:** Associations for repeated hospital encounters suggest that locally generated air pollution near the home affects asthma severity in children. Risk may begin during infancy and continue in later childhood, when asthma diagnoses are clearer.

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## INTRODUCTION

Many studies<sup>1</sup> show that children with asthma are susceptible to acute adverse changes in asthma outcomes from short-term increased exposure to ambient air pollutants measured at central regional sites at some distance from their residence. A

few studies<sup>2–5</sup> have shown associations of pediatric asthma outcomes with personal exposure measurements of air pollutants. There are fewer data on whether certain air pollution sources cause these asthma associations largely because analyses have focused on temporal rather than spatial differences in exposure. Spatial heterogeneity of potentially toxic pollutant components are not well represented by data from ambient air monitoring sites, which have provided the bulk of exposure data in previous studies.<sup>6,7</sup>

A major contributor to air pollution exposure in urban areas is from mobile transportation sources. In southern California, for example, on-road emission sources alone contribute approximately 45% of volatile organic compounds, 63% of nitrogen oxide (NO<sub>x</sub>), and 76% of carbon monoxide (CO) in the air.<sup>8</sup> There is a growing view that to accurately measure the magnitude of pediatric respiratory associations, air pollutant exposures are best evaluated closer to where children reside.<sup>9</sup> High home or school traffic density has been associated with prevalence of diagnosed asthma in epidemiologic studies.<sup>10,11</sup> Cohort studies<sup>12–18</sup> have shown associations between asthma incidence or early wheeze or cough without a cold and traffic-related air pollution near the homes of preschool children using geographic information system (GIS)-based exposure models.

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Numerous experimental studies have provided evidence that exposure to chemicals capable of inducing airway oxidative stress, such as polycyclic aromatic hydrocarbons from diesel and auto exhaust, may play a role in the onset of allergic sensitization that could lead to asthma and in the acute exacerbation of respiratory allergic diseases, including asthma.<sup>19</sup> However, the impact of exposure to traffic on repeated episodes of asthma requiring hospital care is unclear.

Time-series studies have generally evaluated the relationship between central site air pollution measurements and aggregate (nonindividual) daily data for asthma emergency department (ED) visits and hospital admissions.<sup>1</sup> We conducted the first longitudinal study<sup>20</sup> of the relationship between repeated hospital encounters for individual children admitted with an asthma diagnosis and traffic-related air pollution in the outdoor home environment of these children. We found increased risk of repeated ED visits and hospitalizations for children 18 years and younger with a primary or secondary diagnosis of asthma in those living within 300 m of arterial roads or freeways. At highest risk were children in the top quintile of traffic density and those who had 750 m or more of arterial road and freeway length within 300 m of their residence. The present study advances this analysis of home traffic indices by using an improved GIS-based exposure evaluation method and air dispersion models. We aimed to estimate the risk of repeated hospital encounters in a cohort of children with a primary diagnosis of asthma in relation to individual exposures to local traffic-generated air pollution. Furthermore, given previous evidence,<sup>21</sup> we tested whether children of lower socioeconomic status are at increased risk from air pollution exposures.

## METHODS

### *Population and Outcomes*

We passively followed up patients aged 0 to 18 years admitted to the hospital or seen in the ED with a primary diagnosis of asthma. Hospital data were extracted from billing records at 2 hospitals primarily serving the urban core of Northern Orange County. The study region consists of census block areas located within 13 km of the Children's Hospital of Orange County (CHOC) or the University of California Irvine Medical Center (UCIMC) (within 2.5 km of each other). This region was determined by mapping all records and finding a high density of patients visiting the CHOC and the UCIMC from this catchment area. This provided a reasonable evaluation of repeated hospital utilization for individual patients.

We identified 2,768 patients seen at the CHOC or the UCIMC between January 1, 2000, and December 31, 2003. Hospital data included health insurance, sex, age, race/ethnicity, and home address. For the 2,768 identified patients there were 4,020 unique hospital encounters (ED visits or hospitalizations by a particular patient  $\geq 8$  days apart). We geocoded the home addresses of all the patients and linked

this to US Census 2000 block group socioeconomic data and traffic data using the GIS. The institutional review boards of the UCIMC and the CHOC approved the study protocol and establishment of the hospital records surveillance system for respiratory illnesses.

### *Exposure Evaluation*

Residential addresses at the first hospital encounter were successfully geocoded for 93% of the patients (Tele Atlas North America Inc, Boston, Massachusetts). California Department of Transportation traffic data for major roads and highways were linked to the home locations.

We applied CALINE4 dispersion models to estimate nitrogen dioxide (NO<sub>2</sub>), NO<sub>x</sub> (nitric oxide + NO<sub>2</sub>), and CO concentrations at each residence from local traffic emissions of gasoline vehicles and diesel trucks within a 5-km radius of each residence. The 5-km radius was used previously, and reasonable agreement was observed between CALINE4-modeled and measured 2-week average NO<sub>2</sub> concentrations at 260 residences in southern California ( $R^2 = 0.3-0.9$ ).<sup>22</sup> The CALINE4 model is a gaussian line source dispersion model designed to estimate local pollutant concentrations from motor vehicle emissions based on traffic volumes, roadway geometry, vehicle emission rates, and meteorologic conditions (wind speed and direction, atmospheric stability, and mixing heights).<sup>23</sup> Wind patterns affect the general direction and dispersion of pollutants, leading to different exposures for individuals on the upwind vs downwind side of traffic sources.<sup>6</sup> Average diurnal and day-of-week freeway and non-freeway traffic variations were included. Emission factors were obtained from the California Air Resources Board's EMFAC2007 (v2.3) vehicle emissions model. Meteorologic data were obtained from the National Weather Service.

Exposures were updated for each participant every 6-month season from the time of entry into the study at first admission or ED visit (event) to the end of follow-up. Seasons were divided into 2 periods of southern California weather for CALINE4 estimates (warm season: May-October; cool season: November-April). Therefore, exposures during follow-up were estimated seasonally across the 4-year study.

### *Statistical Analysis*

The relationship between hospital encounters and traffic-related air pollution (dispersion-modeled CO, NO<sub>2</sub>, and NO<sub>x</sub>) was tested using recurrent event proportional hazards models in SAS version 9.2 (SAS Institute Inc, Cary, North Carolina). We estimated the baseline hazard for admission separately for each recurrence time and assumed a common log-hazard ratio for the exposure association across all recurrence times.<sup>24</sup> We accounted for within-patient correlation of recurrent events by using robust variance estimates.<sup>25</sup> Only 3 patients had 11 to 12 readmissions, so we considered only 10 or fewer readmissions per patient in the analysis. Patients were considered to be at risk for recurrence from the time of first hospital encounter until the end of the observation period (December 31, 2003) or their 19th birthday. Time at risk

started at the first or a subsequent event and ended with each season (when time at risk begins with the next seasonal exposure) or at the next event (when time at risk begins again with the current seasonal exposure).

We adjusted for a priori-identified potential confounders available from hospital records: age group (0, 1–5, 6–18 years), sex, race/ethnicity, insurance status, and residence distance to hospital. We also controlled for neighborhood socioeconomic status using US Census 2000 percent of households below the poverty level, for which there was no clear evidence of effect modification. We tested covariates for effect modification in separate models including product terms (interactions) of the air pollutant with the potential effect modifier, including age group, sex, race/ethnicity, insurance status, season, residence distance to hospital, and another indicator of neighborhood socioeconomic status (median household income). Significance tests for product terms were evaluated using the Wald  $\chi^2$  test for each contrast. We assume that product term  $P < .10$  indicates significant interaction, ie, that the association with air pollution differs in one group compared with a reference group (eg, boys vs girls). Results stratified by group were obtained from product term models. Hazard ratios and 95% confidence intervals were calculated for interquartile range increases in air pollutants to standardize and compare associations regardless of pollutant concentration ranges or units of measurement.

## RESULTS

There were 2,071 children (74.8%) with 1 hospital encounter during follow-up and 697 (25.2%) with 2 or more (Table 1). There was an expected predominance of boys, and 1,666 children (60.2%) were 0 to 5 years old at their first hospital encounter and had 66.7% of readmissions. Seasonal air pollutant exposures are given in Table 2. Pollutants were strongly correlated ( $R > 0.9$ ). The modeled concentrations of fresh traffic emissions equaled approximately 20% of ambient  $\text{NO}_x$  concentrations at the regional station (38 ppb). Other pollutants (CO and  $\text{NO}_2$ ) shared a similar pattern. Nevertheless, fresh traffic-generated air pollution contributes greatly to the spatial heterogeneity of ambient pollution.<sup>6</sup>

Table 3 indicates the significant increased risks of repeated hospital encounters of 7% to 10% per interquartile range increase in traffic-related  $\text{NO}_x$  and CO exposures. Associations for  $\text{NO}_2$  are approximately half that for  $\text{NO}_x$  and do not reach significance at  $P < .05$ . There is little difference in coefficients between adjusted and unadjusted models and between  $\text{NO}_x$  and CO. The remaining models include  $\text{NO}_x$  but not  $\text{NO}_2$ .

Table 4 gives the models stratified by sex and age group. Although the product terms (interactions) are not significant, the point estimates for CO and  $\text{NO}_x$  are stronger in girls than in boys and in infants than in older children. Hazard ratios for children aged 6 to 18 years are more positive than for those aged 1 to 5 years, but the lower 95% confidence limits dip below 1.0 in both groups.

Table 5 provides the models stratified by census block group poverty and median household income above vs below

Table 1. Demographic Characteristics of the 2,768 Study Participants

Characteristic	Readmission for asthma, No. (%)	
	No (n = 2,071)	Yes (n = 697)
Sex		
Female	892 (43.1)	277 (39.7)
Male	1,179 (56.9)	420 (60.3)
Age group at study entry, y		
0	311 (15.0)	197 (28.3)
1–5	890 (43.0)	268 (38.4)
6–18	870 (42.0)	232 (33.3)
Race		
White non-Hispanic	910 (43.9)	327 (46.9)
White Hispanic	904 (43.7)	317 (45.5)
Black	56 (2.7)	15 (2.2)
Asian	52 (2.5)	14 (2.0)
Other	94 (4.5)	17 (2.4)
Unknown	55 (2.7)	7 (1.0)
Insurance status at study entry		
Private	799 (38.6)	295 (42.3)
Government sponsored or self-pay	1,042 (50.3)	371 (53.2)
Unknown	230 (11.1)	31 (4.5)
Census block median household income (quartiles), \$		
$\leq 36,672$	516 (24.9)	176 (25.2)
$> 36,672$ –45,000	517 (25.0)	176 (25.2)
$> 45,000$ –59,375	507 (24.5)	190 (27.3)
$> 59,375$	531 (25.6)	155 (22.2)
Census block percentage below poverty (quartiles)		
$\leq 6.3$	527 (25.4)	164 (23.5)
$> 6.3$ –14.0	515 (24.9)	178 (25.5)
$> 14.0$ –23.3	509 (24.6)	173 (24.8)
$> 23.3$	520 (25.1)	182 (26.1)
Residence distance to treating hospital, median, km		
$\leq 6.36$	1,022 (49.3)	362 (51.9)
$> 6.36$	1,049 (50.7)	335 (48.1)

the median population distribution. Although hazard ratios were larger for those in block groups with more families below the poverty level, product terms were nonsignificant. Models stratified by median household income showed stronger and significant associations for both pollutants in those in the upper half of income distribution. We did not find significant differences by health insurance status, although coefficients were larger for those with private insurance (Table 5). Results by race/ethnicity showed a lower risk estimate for nonwhite patients attributable to black, Asian, and other patients (data not shown). Therefore, we combined these non-Hispanic nonwhite groups because of low sample sizes in each (Table 1) and compared regression estimates for them and for Hispanic patients with those of white patients (Table 5). There were no significant differences in associations between white and Hispanic patients for  $\text{NO}_x$  or CO. However,

Table 2. Distribution of Traffic-Related Air Pollution Exposures by Season<sup>a</sup>

Exposure and season	Mean (SD)	Minimum	25th percentile	Median	75th percentile	Maximum	Interquartile range
NO <sub>2</sub> , ppb							
Cool	5.24 (2.39)	0.66	3.72	4.86	6.42	17.9	2.70
Warm	5.66 (2.61)	0.71	4.00	5.15	6.72	26.0	2.72
NO <sub>x</sub> , ppb							
Cool	8.10 (3.75)	1.00	5.70	7.52	9.98	27.0	4.29
Warm	6.35 (2.99)	0.76	4.45	5.75	7.59	29.7	3.14
CO, ppm							
Cool	0.114 (0.052)	0.014	0.081	0.106	0.140	0.378	0.060
Warm	0.103 (0.048)	0.013	0.072	0.093	0.123	0.482	0.051

Abbreviations: CO, carbon monoxide; NO<sub>2</sub>, nitrogen dioxide; NO<sub>x</sub>, nitrogen oxide.

<sup>a</sup> The cool season is November through April, and the warm season is May through October. Exposures are estimated from all person-times of observation during follow-up.

Table 3. Traffic-Related Air Pollution and Repeated Hospital Encounters for Asthma in 2,768 Children Aged 0 to 18 Years

Exposure	Unadjusted HR (95% CI) <sup>a</sup>	P value	Adjusted HR (95% CI) <sup>b</sup>	P value
NO <sub>2</sub>	1.044 (0.992–1.098)	.10	1.042 (0.987–1.101)	.14
NO <sub>x</sub>	1.094 (1.035–1.156)	.002	1.097 (1.034–1.164)	.002
CO	1.072 (1.016–1.131)	.01	1.073 (1.013–1.137)	.02

Abbreviations: CI, confidence interval; CO, carbon monoxide; HR, hazard ratio; NO<sub>2</sub>, nitrogen dioxide; NO<sub>x</sub>, nitrogen oxide.

<sup>a</sup> Values are for an interquartile range increase in the air pollutant (NO<sub>2</sub>, 2.68 ppb; NO<sub>x</sub>, 4.00 ppb; and CO, 0.056 ppm).

<sup>b</sup> Adjusted for sex, age group, race, health insurance status, residence distance to hospital, and poverty.

Table 4. Traffic-Related Air Pollution and Repeated Hospital Encounters for Children With Asthma by Sex and Age

Model	Patients, No.	Exposure	HR (95% CI) <sup>a</sup>	P value	Product term P value
Sex					
Male	1,599	NO <sub>x</sub>	1.071 (0.991–1.158)	.08	.30
		CO	1.054 (0.978–1.137)	.17	.45
Female	1,169	NO <sub>x</sub>	1.136 (1.043–1.238)	.003	Reference
		CO	1.100 (1.011–1.197)	.02	Reference
Age group, y					
0	508	NO <sub>x</sub>	1.197 (1.075–1.333)	.02	.22
		CO	1.158 (1.041–1.289)	.007	.32
1–5	1,158	NO <sub>x</sub>	1.042 (0.952–1.140)	.18	.52
		CO	1.021 (0.933–1.117)	.65	.44
6–18	1,102	NO <sub>x</sub>	1.090 (0.979–1.212)	.12	Reference
		CO	1.076 (0.972–1.191)	.16	Reference

Abbreviations: CI, confidence interval; CO, carbon monoxide; HR, hazard ratio; NO<sub>x</sub>, nitrogen oxide.

<sup>a</sup> Values are for an interquartile range increase in the air pollutant (NO<sub>x</sub>, 4.00 ppb; CO, 0.056 ppm) adjusted for sex, age group, race, health insurance status, residence distance to hospital, and poverty. Stratified results are from the product term models.

there were significantly smaller associations for non-Hispanic nonwhite patients than for white patients. There was no significant interaction for residence distance to hospital or for season (data not shown).

## DISCUSSION

### Overview of Findings and Implications

We found that residential exposure to traffic-related air pollution is associated with increased risk of hospital encounters

for asthma in children. There was some evidence that infants and girls were at highest risk. These results are consistent with those of a cross-sectional study<sup>26</sup> and 2 case-control studies<sup>27,28</sup> showing increased risk of asthma hospitalizations or other medical care visits with increasing home traffic density indices. These results are also consistent with those of a longitudinal analysis of recurrent respiratory hospital encounters using traffic indices,<sup>20</sup> but associations in that study were not significant for patients with a primary diagnosis of asthma.

Table 5. Traffic-Related Air Pollution and Repeated Hospital Encounters for Children With Asthma by Socioeconomic Status and Race/Ethnicity

Model	Patients, No.	Exposure	HR (95% CI) <sup>a</sup>	P value	Product term P value <sup>b</sup>
Poverty <sup>c</sup>					
Median or less	1,384	NO <sub>x</sub>	1.078 (0.999–1.163)	.05	Reference
		CO	1.054 (0.979–1.134)	.16	Reference
Greater than the median	1,384	NO <sub>x</sub>	1.116 (1.026–1.214)	.01	.39 (.70)
		CO	1.094 (1.006–1.190)	.04	.49 (.71)
Median household income <sup>d</sup>					
Greater than the median	1,383	NO <sub>x</sub>	1.145 (1.054–1.244)	.001	Reference
		CO	1.120 (1.034–1.213)	.005	Reference
Median or less	1,385	NO <sub>x</sub>	1.068 (0.983–1.160)	.12	.23 (.09)
		CO	1.041 (0.959–1.129)	.34	.20 (.07)
Insurance status					
Private	1,094	NO <sub>x</sub>	1.136 (1.036–1.247)	.007	Reference
		CO	1.102 (1.006–1.206)	.04	Reference
Government sponsored or self-pay	1,413	NO <sub>x</sub>	1.080 (1.005–1.160)	.04	.38
		CO	1.061 (0.989–1.138)	.10	.51
Unknown	261	NO <sub>x</sub>	0.886 (0.569–1.379)	.59	.28
		CO	0.913 (0.591–1.412)	.68	.41
Race/ethnicity					
White	1,237	NO <sub>x</sub>	1.145 (1.055–1.243)	.001	Reference
		CO	1.113 (1.027–1.205)	.009	Reference
Hispanic	1,221	NO <sub>x</sub>	1.097 (1.008–1.193)	.03	.46
		CO	1.081 (0.996–1.173)	.06	.62
Non-Hispanic nonwhite	310	NO <sub>x</sub>	0.829 (0.624–1.102)	.20	.03
		CO	0.804 (0.601–1.074)	.14	.03

Abbreviations: CI, confidence interval; CO, carbon monoxide; HR, hazard ratio; NO<sub>x</sub>, nitrogen oxide.

<sup>a</sup> Values are for an interquartile range increase in the air pollutant (NO<sub>x</sub>, 4.00 ppb; CO, 0.056 ppm) adjusted for sex, age group, race, health insurance status, residence distance to hospital, and poverty. Stratified results are from product term models.

<sup>b</sup> The P value for interaction of air pollution with socioeconomic variables and race/ethnicity. The P value for trend from continuous poverty and median household income is given in parentheses.

<sup>c</sup> The median of Census 2000 block group percentage below the federal poverty level was 14%.

<sup>d</sup> The median of Census 2000 block group of median household income was \$45,000.

The present results support the use of dispersion modeling for evaluating traffic-related exposures, but other methods involving direct home or neighborhood air pollutant measurements have been proposed to further limit exposure error.<sup>6</sup>

We did not include background pollutant concentrations because variability is likely low within the 13-km study radius. Dispersion-modeled gases are considered surrogates of other more toxic gases and particles emitted from nearby diesel trucks and automobiles, including ultrafine particles that have been found at notably higher concentrations near roadways along with black carbon, particle number, and CO.<sup>29</sup> The stronger associations for NO<sub>x</sub> compared with NO<sub>2</sub> support this because NO<sub>2</sub> is strongly affected by photochemical reactions that can occur across time away from roadways, whereas NO<sub>x</sub> is expected to capture traffic emissions more generally.<sup>30</sup> Key pollutants likely represented by NO<sub>x</sub> and CO are those carried by ultrafine particles. Ultrafine particles carry more redox-active components than larger particles, which are more spatially homogenous.<sup>7,31,32</sup> Based in large part on experimental evidence, it has been hypothesized that particles from vehicular exhaust, especially in the ultrafine

range, can trigger oxidative stress. When antioxidant responses are then overwhelmed, airway inflammation may follow, leading to increasing asthma symptoms in susceptible children.<sup>19,33</sup>

#### Potentially Susceptible Subgroups

There was no significant difference in association by sex or age group, and widened confidence intervals in stratified results suggest that subsample sizes may have limited the ability to compare these groups. Nevertheless, the largest associations were for infants, followed by children aged 6 to 18 years, in whom the diagnosis of asthma is clearest. There was limited evidence of stronger associations in girls, consistent with other studies of traffic-related air pollution and respiratory outcomes.<sup>10,20,27,34</sup> The underlying reasons for sex differences are unknown.

Significant associations for NO<sub>x</sub> and CO in infants are intriguing. Approximately half of the repeated encounters in this group occurred between ages 1 and 3 years. These findings suggest that early-life exposures to traffic pollutants may affect asthma severity and development. This view is

supported by studies<sup>12–18</sup> of preschool children that have found increased risk of incident asthma or wheeze or cough without a cold from long-term exposures to local traffic-related air pollutants using GIS-based methods. A recent study<sup>35</sup> showed acute increases in wheeze occurrence with elevations in daily regional NO<sub>2</sub> and NO<sub>x</sub> levels in infants and children followed up during their first 3 years of life. These findings are consistent with emerging views that gene-environment interactions during early life are important in the prognosis of early-onset wheeze and in the development of lung function deficits and asthma in later life.<sup>36,37</sup>

In contrast to previous findings,<sup>20</sup> we did not find stronger associations in children without insurance or with government-sponsored insurance than in children with private insurance. Instead, there were significantly stronger associations in patients living in census block groups in the upper half of the distribution of median household income. However, there was no significant difference in associations between white and Hispanic patients (the predominant minority group). Both groups showed significant or nearly significant associations for NO<sub>x</sub> and CO. The remaining minorities (blacks, Asians, and others) showed significantly smaller null associations compared with white patients. The distribution of median household income by race/ethnicity did not explain these findings because only Hispanic patients showed significantly more families below the median income distribution (61%) compared with white patients (40%) and the remaining minorities (44%) ( $P < .001$  by  $\chi^2$  test).

Evaluating community-level contextual factors may be important in understanding the heterogeneity in asthma expression and risk.<sup>38</sup> Environmental disparities, such as exposure to traffic and indoor allergens, have been proposed to explain the increased asthma burden in minority and lower socioeconomic groups.<sup>39</sup> Although the present findings do not support this hypothesis, the number of potentially important environmental factors that differ by communities is large<sup>39</sup> and mostly unmeasured in the present study. Furthermore, we speculate that these findings of smaller associations in children living in lower-income census block groups may have been attributable to 2 factors: (1) less consistent exposure as evaluated at study entry due to less stable residence and (2) less consistent outcome data due to more variable use of hospitals, including those not evaluated in this study. To test this possibility, we successfully contacted parents and administered a short survey for 250 randomly selected patients aged 0 to 8 years seen at the participating EDs or admitted to the hospitals with lower respiratory tract illnesses. Of 103 respondents with nonmissing data, those with survey-reported household annual incomes less than \$30,000 ( $N = 58$ ) were significantly more likely to have lived in the same residence for 12 or fewer months (29%) than were the 45 families making \$30,000 or more (9%) ( $P < .02$  by  $\chi^2$  test). In addition, those with annual household incomes less than \$30,000 were more likely to have gone to a hospital not captured in the surveillance data (26%) than were families making at least \$30,000 (13%) ( $P < .12$  by  $\chi^2$  test).

There are several limitations to the present study design. First, some children used other hospitals, and, therefore, the outcome ascertainment is incomplete and the censoring assumption underlying the analysis is subject to some error. We also did not directly contact parents. Therefore, we could not ascertain any change in residence after the first event, leading to potential exposure error. Additional exposure error comes from unmeasured exposures occurring when children are away from their residence. We also did not have data on other known or suspected risk factors that may have confounded associations, including family history of asthma and environmental exposures (eg, second-hand smoke, aeroallergens, endotoxin, family size).<sup>38,39</sup> This may have led to misclassification of risk. For example, differences in the distribution of indoor and outdoor allergen triggers may have biased associations. Because the study used a retrospective cohort design, it was not possible to obtain allergen measurements during times at risk. Such measures could be used in future prospective cohort studies.

Finally, we could not confirm asthma diagnoses independently, which is especially important in younger patients, in whom lower respiratory tract illnesses can often induce asthma-like symptoms that resolve at later ages. Asthma diagnosis can be made using objective methods, such as spirometry, at school ages. Nevertheless, given other evidence,<sup>12,40</sup> it is conceivable that air pollutants also enhanced the propensity toward lower respiratory tract illness-related wheeze in the present population.

### Conclusions

Traffic-related NO<sub>x</sub> and CO were associated with repeated hospital encounters for asthma in children, suggesting that traffic-generated air pollution near the home affects asthma symptom severity. These findings suggest that this potential risk may begin during infancy. Early lower respiratory tract illness with recurrent wheeze symptoms can increase asthma risk in later childhood, when the diagnosis of asthma is clearer.<sup>41,42</sup> Evidence from the present study supports a possible role of pollutants from traffic emissions in this progression.

Cohort studies of asthma risk in children to date have focused on general populations or on children with family histories of atopy. Prospective environmental data are sparse for high-risk populations who present to the hospital with asthma exacerbations. Additional work with improved assessments of air pollutant exposures and asthma outcomes in such high-risk populations is likely to be fruitful given the present results.

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**Response to Comment No. 18-13**

Attachment 2 consisting of “Repeated Hospital Encounters for Asthma in Children and Exposure to Traffic-related Air Pollution Near the Home,” is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Content from Attachment 2 was also referenced in Comment No. 18-10. As such, please refer to Response to Comment No. 18-10 for additional information.

**Comment No. 18-14**

See following page.

# Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide

W. James Gauderman,\* Edward Avol,\* Fred Lurmann,<sup>†</sup> Nino Kuenzli,\* Frank Gilliland,\*  
John Peters,\* and Rob McConnell\*

**Background:** Evidence for a causal relationship between traffic-related air pollution and asthma has not been consistent across studies, and comparisons among studies have been difficult because of the use of different indicators of exposure.

**Methods:** We examined the association between traffic-related pollution and childhood asthma in 208 children from 10 southern California communities using multiple indicators of exposure. Study subjects were randomly selected from participants in the Children's Health Study. Outdoor nitrogen dioxide (NO<sub>2</sub>) was measured in summer and winter outside the home of each child. We also determined residential distance to the nearest freeway, traffic volumes on roadways within 150 meters, and model-based estimates of pollution from nearby roadways.

**Results:** Lifetime history of doctor-diagnosed asthma was associated with outdoor NO<sub>2</sub>; the odds ratio (OR) was 1.83 (95% confidence interval = 1.04–3.22) per increase of 1 interquartile range (IQR = 5.7 ppb) in exposure. We also observed increased asthma associated with closer residential distance to a freeway (1.89 per IQR; 1.19–3.02) and with model-based estimates of outdoor pollution from a freeway (2.22 per IQR; 1.36–3.63). These 2 indicators of freeway exposure and measured NO<sub>2</sub> concentrations were also associated with wheezing and use of asthma medication. Asthma was not associated with traffic volumes on roadways within 150 meters of homes or with model-based estimates of pollution from nonfreeway roads.

**Conclusions:** These results indicate that respiratory health in children is adversely affected by local exposures to outdoor NO<sub>2</sub> or other freeway-related pollutants.

(*Epidemiology* 2005;16: 737–743)

Previous studies have demonstrated a link between outdoor air pollution and the occurrence of symptoms in children already diagnosed with asthma.<sup>1</sup> However, results are not consistent with respect to whether air pollution causes asthma. Most studies have found little evidence to support an association between community-average exposures to air pollution and community asthma prevalence.<sup>2</sup> These study designs failed to account for the variability in exposure resulting from vehicular traffic in urban areas. Asthma has been associated with local variation in traffic patterns within communities in many,<sup>3–7</sup> but not all,<sup>8–11</sup> studies that have examined the impact of local traffic. One possible reason for the inconsistency in these recent studies is the use of different indicators of traffic-related pollution. Some have measured pollutant exposure at home, some have estimated traffic volume near the home, and some have estimated exposure to traffic-related pollutants at home based on dispersion models. Little work has been done to validate estimates of traffic exposure against measured pollution concentrations. Most studies have been conducted in European cities, which differ from U.S. cities in the layout of streets and homes, and also in the relative proportion of diesel- to gasoline-powered vehicles.

We evaluated several commonly available indicators of traffic exposure and compared them with nitrogen dioxide (NO<sub>2</sub>) levels measured at the homes of subjects participating in the Children's Health Study. The Children's Health Study was initiated in 1993 with a cohort of school-aged children from 12 southern California communities representing a wide range in air quality. To date, this study has reported associations between air pollution and several outcomes, including lung function,<sup>12–15</sup> respiratory symptoms in asthmatics,<sup>16,17</sup> and asthma incidence.<sup>18</sup> These analyses have relied on com-

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**e** Supplemental material for this article is available with the online version of the journal at [www.epidem.com](http://www.epidem.com); click on "Article Plus."

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parisons of average health across communities in relation to the pollution levels measured at a central site monitor in each community. In 2000, we conducted a study to measure NO<sub>2</sub> levels at a random sample of children's homes within each of the study communities. We examine how local variation in NO<sub>2</sub> and indicators of exposure to traffic-related pollutants are related to each other, and whether they are associated with lifetime prevalence of asthma and asthma-related outcomes.

## METHODS

### Study Subjects

In calendar year 2000, we measured outdoor NO<sub>2</sub> levels at the homes of randomly selected participants in the Children's Health Study. Eligible children included those who were originally enrolled as fourth graders (average age = 10 years) in 1993 (cohort 1) or 1996 (cohort 2), with the additional criteria that in 2000, they were still actively participating in the study and had lived in the same home since study enrollment. We excluded 2 of the 12 study communities (Lompoc and Lake Arrowhead) from this study, because neither has any major sources of traffic. From the pool of 890 eligible subjects, we randomly sampled 229 children for NO<sub>2</sub> monitoring. Samplers were deployed outside each home for 2-week periods in the summer and fall of 2000. Valid measurements in both seasons were obtained at 208 (91%) of the homes. Reasons for invalid measurements included lost samplers, subjects who moved, and difficulties with field access or deployment. The study protocol was approved by the Institutional Review Board for Human Studies at the University of Southern California, and informed consent was provided by a parent or legal guardian for all study subjects.

### Nitrogen Dioxide Sampling

Ambient NO<sub>2</sub> was sampled with Palmes tubes.<sup>19</sup> These diffusion-based samplers have been widely used in several microenvironmental and personal air quality studies.<sup>20–22</sup> We deployed samplers outside the homes of study subjects, thus avoiding previously identified confounders such as indoor nitrous acid formation, gas stoves, or wall heaters. Samplers were attached at the roofline eaves, signposts, or rain gutters at an approximate height of 2 meters above the ground, oriented in a downward position and protected by an oversized paper cup. Duplicate samplers and field travel blanks were randomly assigned to approximately 10% of the subjects' homes. Samplers were deployed for 2-week periods in both summer (mid-August) and fall (mid-November) in all communities. Deployment across communities was accomplished over a 4-day period at the start of the summer and fall field sampling periods. Within any 1 community, samplers at all locations were deployed within a 4-hour period, and 2 weeks later the samplers were retrieved within a 4-hour

period. Samplers were transported to and from the field in cooled portable ice chests. The samplers were prepared for field use and analyzed at the Harvard School of Public Health.

### Traffic Exposures

We characterized exposure of each study participant to traffic-related pollutants by 3 metrics: (1) proximity of the residence to the nearest freeway; (2) average number of vehicles traveling within 150 meters of the residence each day, including vehicles on freeways, arterials, major collector roads, and (where available) on minor collector roads; and (3) model-based estimates of traffic-related air pollution at the residence, derived from dispersion models that incorporate distance to roadways, vehicle counts, vehicle emission rates, and meteorologic conditions. Methods used to estimate each of these exposure factors are described subsequently.

Residence addresses were standardized and their locations geocoded using the TeleAtlas database and software (Tele Atlas Inc., Menlo Park, CA, [www.na.teleatlas.com](http://www.na.teleatlas.com)). We used the TeleAtlas MultiNet USA database, a comprehensive geo-positioning-satellite-accurate database of roadways, for all analyses because it is more accurate than the standard files available from the U.S. Census. To estimate distance to the nearest freeway, we used ERSI ArcGIS Version 8.3 (ESRI, Redland, CA, [www.esri.com](http://www.esri.com)) software tools to calculate the distance from each residence to the nearest interstate freeway, U.S. highway, or limited access highway. In these calculations, each direction of travel was represented as a separate roadway, and the "distance to nearest freeway" was the shortest distance from the residence to the middle of the nearest set of lanes of the freeway.

To estimate vehicle counts near homes, annual average daily traffic volumes were obtained from the California Department of Transportation (CALTRANS) Highway Performance Monitoring System for the year 2000. The traffic volumes were transferred from the CALTRANS roadway network to the TeleAtlas networks using previously described methods.<sup>23</sup> The hourly traffic volumes on weekdays and weekend days were estimated from the annual average daily traffic volumes and the average diurnal and day-of-week freeway and nonfreeway traffic variations observed in Southern California. These data were used to calculate the daily average number of vehicles traveling within 150 meters of each residence, weighted by inverse distance from the home to each road. This local traffic density was expressed as traffic volume per square meter.

To obtain model-based estimates of traffic-related pollution exposure, we used the CALINE4 line-source air-quality dispersion model.<sup>24</sup> Principal model inputs included roadway link geometry, link traffic volumes, meteorologic conditions (wind speed and direction, atmospheric stability, and mixing heights), and vehicle emission rates. The 5-year

average joint distributions of wind speeds and directions were obtained from 1 surface-monitoring station in or near each study community. The dispersion model was applied to simulate the transport and dispersion of  $\text{NO}_x$  as a chemically inert pollutant. Although  $\text{NO}$ ,  $\text{NO}_2$ , and ozone undergo rapid atmospheric chemical reactions immediately downwind of sources,  $\text{NO}_x$  can be treated as a chemically inert pollutant for the first hour of transport from sources because the time-scale for  $\text{NO}_x$  oxidation is 10 to 20 hours in urban atmospheres.<sup>25</sup> Vehicle  $\text{NO}_x$  emission rates were obtained from the California Air Resources Board's EMFAC2002 vehicle emissions model. Concentrations of  $\text{NO}_2$  were estimated by applying the annual average ratio of observed  $\text{NO}_2$  to  $\text{NO}_x$  for each hour of the day (from the community central site monitor) to the CALINE4 model's estimated  $\text{NO}_x$  concentrations. We estimated the contribution to residential exposure separately for freeway and for nonfreeway traffic.

Ambient  $\text{NO}_2$  concentrations in the community are a result of meteorologic transport of pollutants into the community, local point and area source emissions, and local mobile source emissions. The CALINE4 model was used to model  $\text{NO}_2$  from local traffic in each community and, therefore, always predicts concentrations lower than the total  $\text{NO}_2$  from all sources. Separate regional modeling analysis has indicated that local mobile source emissions contribute 12% to 68% of the average  $\text{NO}_2$  in the study communities.<sup>23</sup> For comparison purposes, we also generated exposure assignments based on fine particulate matter (PM) and carbon monoxide (CO) emission factors. Model-based estimates of  $\text{NO}_2$ , PM, and CO were very highly correlated with one another ( $R > 0.90$ ), indicating that the  $\text{NO}_2$ -based estimates we use in this article should be considered an estimate of traffic-related pollution in general rather than simply exposure to this specific pollutant.

### Questionnaire Data

When we originally enrolled subjects as fourth graders, each subject's parent or legal guardian completed a baseline medical history questionnaire. Asthma was defined as a "yes" response to the question "Has a doctor ever diagnosed your child as having asthma?" This questionnaire was also used to determine whether the child had recently (within the last 12 months) wheezed, recently wheezed during exercise, or was currently using any type of medication to control asthma. Questions about potential risk factors for asthma included parental income or education, environmental tobacco smoke exposure, in utero exposure to maternal tobacco smoking, and presence in the home of mildew, water damage, gas stove, pests, and pets.

### Statistical Analysis

We used logistic regression to model the relationship of each traffic measure, including measured  $\text{NO}_2$  at the home

and the traffic indicators described previously, with baseline asthma prevalence in the 208 study participants. A natural-log transformation of each traffic indicator was used in these analyses, because the distribution of each variable was positively skewed. All models included adjustments for sex, race, Hispanic ethnicity, cohort (whether the subject was enrolled in 1993 or 1996), and indicator variables for study community. We considered separate models for 2-week average  $\text{NO}_2$  concentrations measured in summer and in winter and for the 4-week average across seasons. Odds ratios (ORs) for asthma in analyses of measured  $\text{NO}_2$  concentrations were scaled to an increase of 5.7 ppb, the average interquartile range (IQR) in 4-week average  $\text{NO}_2$  within the 10 communities. ORs for the traffic indicators were also scaled to 1 IQR in exposure (specifically 1.2 km for distance to the nearest freeway; 2720 vehicles per  $\text{m}^2$  per day for traffic volumes within 150 meters; and 0.64, 0.49, and 1.27 ppb for model-based estimates of  $\text{NO}_2$  from freeways, nonfreeways, and all roads, respectively).

## RESULTS

Doctor-diagnosed asthma was reported by 31 (15%) of the 208 children, with variability in prevalence across communities (Table 1). Overall community-average  $\text{NO}_2$  levels measured at homes ranged from 12.9 ppb in Atascadero to 51.5 ppb in San Dimas, with similar patterns across communities in summer and winter. The  $\text{NO}_2$  levels (average of summer and winter) measured at homes are shown in Figure 1. Within each community, there was substantial variation in  $\text{NO}_2$  levels from home to home. Although the amount of variation in  $\text{NO}_2$  was generally larger in more polluted communities, there were some exceptions. For example, there was little variation in the relatively high  $\text{NO}_2$  community of Mira Loma, whereas there was considerable variation in the lower  $\text{NO}_2$  community of Alpine.

The average  $\text{NO}_2$  concentration measured at homes was associated with asthma prevalence (Table 2). For each increase of 5.7 ppb in average  $\text{NO}_2$ , the OR for asthma increased by 1.83 (95% CI = 1.04–3.21). Odds ratios were similar whether based on summer-only (1.55) or winter-only (1.50) measurements. The effect of average  $\text{NO}_2$  was of similar magnitude after adjustment for several potential confounders, including socioeconomic status of participants and housing characteristics (Table 2).

Measured  $\text{NO}_2$  concentrations at homes were correlated with residential distance from the nearest freeway and with model-based estimates of traffic-related pollution from roadways (Appendix Table, available with the online version of this article). In each community, we observed negative correlations between  $\text{NO}_2$  concentration and distance of the home to the freeway. The overall correlation between  $\text{NO}_2$  and freeway distance, adjusted for community, was  $R = -0.54$ . The corresponding correlations of measured  $\text{NO}_2$

**TABLE 1.** Distribution of Lifetime History of Asthma and Measured NO<sub>2</sub> by Community (n = 208)

Community	No.	Asthma (%)	NO <sub>2</sub> (ppb)		
			Summer	Winter	Average <sup>†</sup>
Alpine (AL)	24	21	20.1	19.0	19.6
Atascadero (AT)	13	23	12.3	13.6	12.9
Lake Elsinore (LE)	22	5	17.6	27.4	22.5
Lancaster (LN)	16	19	16.9	22.0	19.5
Long Beach (LB)	20	10	34.6	50.5	42.5
Mira Loma (ML)	17	12	37.2	48.4	42.8
Riverside (RV)	30	20	37.9	42.8	40.3
San Dimas (SD)	34	15	52.0	51.0	51.5
Santa Maria (SM)	19	16	12.7	17.9	15.3
Upland (UP)	13	8	46.3	36.0	41.2

\*Parent report of doctor-diagnosed asthma in the child.

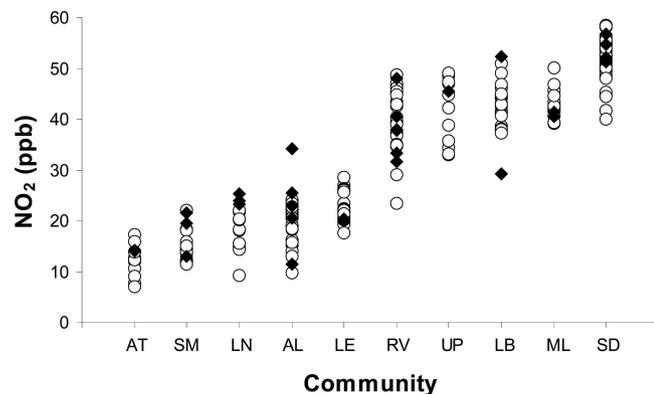
<sup>†</sup>Mean in each community of NO<sub>2</sub> concentrations measured at homes for 2 weeks each in summer and winter. Average is the 4-week arithmetic average of summer and winter measurements.

with model-based estimates were 0.56 for pollution from freeways and 0.34 for pollution from nonfreeways. In each community, measured NO<sub>2</sub> was more strongly correlated with estimates of freeway-related pollution than with non-freeway pollution. Measured NO<sub>2</sub> was less correlated with traffic counts within 150 meters of homes (R = 0.24), with inconsistent patterns of correlations from community to community.

Both distance to the freeway and the model-based estimate of freeway-related pollutants were associated with asthma history (Table 3). Asthma prevalence was higher with decreasing distance from the freeway; specifically when comparing the 25th to 75th percentile of freeway distance, the OR was 1.89 (95% CI = 1.19–3.02). For the comparison of 75th

to 25th percentile of model-based pollutant exposure from freeways, the OR was 2.22 (1.36–3.63). Asthma was not associated with traffic volumes or with model-based exposure to nonfreeway roads. The associations observed with freeway distance and model-based pollution from freeways were robust to adjustment for all of the potential confounders shown in Table 2 (data not shown).

Measured NO<sub>2</sub> and the 2 freeway-related traffic indicators were also associated with recent wheeze, recent wheeze with exercise, and current use of asthma medication



**FIGURE 1.** Four-week average of nitrogen dioxide measured at homes of asthmatic (solid black diamond) and nonasthmatic (open circle) children in 10 communities. See Table 1 for community abbreviations.

**TABLE 2.** Association Between 4-Week Average NO<sub>2</sub> at Homes and Asthma History, Adjusted for Several Potential Confounders

Description	OR* (95% CI)
Base model <sup>†</sup>	1.83 (1.04–3.21)
Base model, with additional adjustment for:	
Environmental tobacco smoke	1.93 (1.09–3.43)
In utero exposure to maternal smoking	1.85 (1.05–3.28)
Parental income	1.99 (1.11–3.57)
Parental education	1.90 (1.07–3.37)
Gas stove	1.87 (1.06–3.30)
Mildew	1.81 (1.01–3.23)
Water damage	1.82 (1.03–3.21)
Cockroaches	1.83 (1.04–3.21)
Pets	1.88 (1.06–3.33)

\*Odds ratio per increase of 1 interquartile range (5.7 ppb) in NO<sub>2</sub>.

<sup>†</sup>Base model includes adjustments for sex, race, Hispanic ethnicity, cohort, and community.

**TABLE 3.** Associations Between Exposure to Traffic at Home and Asthma History

Exposure Metric	Odds Ratio per IQR OR* (95% CI)
Distance to freeway	1.89 (1.19–3.02)
Traffic volume within 150 meters	1.45 (0.73–2.91)
Model-based pollution from:	
Freeways	2.22 (1.36–3.63)
Other roads	1.00 (0.75–1.33)
Freeways and other roads	1.40 (0.86–2.27)

\*Odds ratio per change of 1 IQR. For distance to freeway, OR for the 25th percentile compared with the 75th percentile (ie, living closer compared with farther from the freeway). For remaining traffic variables, OR for the 75th percentile compared with the 25th percentile. All models were adjusted for sex, race, Hispanic ethnicity, cohort, and community.

(Table 4). For example, the OR per increase of 5.7 ppb in measured NO<sub>2</sub> was 1.72 (1.07–2.77) for recent wheeze and was 2.19 (1.20–4.01) for current use of asthma medication.

## DISCUSSION

We found robust associations of several indicators of exposure to traffic-related air pollution at homes in southern California with lifetime history of asthma, current asthma medication use, recent wheeze, and recent exercise-induced wheeze. Residential distance to a freeway and model-based estimates of freeway traffic-emission exposure at homes were each associated with the prevalence of asthma. Each of these traffic metrics was also correlated with measured concentrations of NO<sub>2</sub>, and measured NO<sub>2</sub> was associated with asthma. Taken as a whole, these results indicate that exposure to outdoor levels of NO<sub>2</sub> or other freeway-related pollutants was a significant risk factor for asthma.

A strength of this asthma study is that it used both measured pollution and multiple indicators of exposure to traffic at the same homes in a large number of communities. The results suggest that measuring NO<sub>2</sub> or another pollutant is important for validation of the use of traffic measures and

for selection of the most appropriate indicator of traffic exposure for the population under study. Those few studies that have measured residential exposure or that have validated models of exposure using measurements of pollutants have generally shown associations with asthma,<sup>6,7,26</sup> whereas the failure to validate traffic indicators may explain inconsistent results from several other studies.<sup>8–11</sup> In our study, simple distance to a freeway was as strongly and precisely associated with asthma and wheeze as was NO<sub>2</sub>. It remains to be seen whether the association with this simple and widely available indicator is replicable in other studies or could be used for estimating risk in communities without having to make additional measurements of traffic-related pollutants.

We did not find associations between respiratory health and other indicators of traffic near homes, including modeled pollution from nonfreeway roads and traffic volumes within 150 meters of homes. One possible explanation for this lack of association is that the contribution to pollution levels from these smaller roads (where tens or hundreds of vehicles travel each day) is trivial compared with freeways that dominate the transportation grid in southern California with daily average counts in our communities between 50,000 to 270,000 vehicles. In addition, vehicle counts are accurately measured on freeways but are only estimated on smaller roads where participants lived. Our results are in contrast to several recent (mostly European) studies that have reported associations of asthma with traffic counts in close proximity to the home.<sup>6,7,27,28</sup> These differences in results may be partly the result of differences in urban geography and closer proximity of homes in Europe to heavily traveled roadways.

There have been a few other studies of traffic and childhood asthma in the United States. One large study in southern California found no association of asthma prevalence with traffic counts within 550 feet of the home,<sup>9</sup> similar to our finding of no association with traffic volumes within 150 meters of the home. Consistent with our findings related to measured NO<sub>2</sub>, a recent study in northern California<sup>29</sup> found an association between measured traffic-related pollutants at schools and childhood asthma.

**TABLE 4.** Associations Between Measured NO<sub>2</sub> and Asthma-Related Outcomes (n = 208)

Outcome	No.	Measured NO <sub>2</sub>	Distance	Model-based Pollution
		OR* (95% CI)	to Freeway OR* (95% CI)	From Freeways OR* (95% CI)
Lifetime history of asthma	31	1.83 (1.04–3.21)	1.89 (1.19–3.02)	2.22 (1.36–3.63)
Recent wheeze <sup>†</sup>	43	1.72 (1.07–2.77)	1.59 (1.06–2.36)	1.70 (1.12–2.58)
Recent wheeze with exercise <sup>†</sup>	25	2.01 (1.08–3.72)	2.57 (1.50–4.38)	2.56 (1.50–4.38)
Current asthma medication use	26	2.19 (1.20–4.01)	2.04 (1.25–3.31)	1.92 (1.18–3.12)

\*Odds ratio per change of 1 IQR in exposure (see footnotes to Tables 2 and 4).

<sup>†</sup>Within the last 12 months.

The observed associations of traffic with asthma are biologically plausible. Increased oxidative and nitrosative stress associated with NO<sub>2</sub> exposure may impair respiratory responses to infection and thus result in lung injury and asthma exacerbation.<sup>20,30</sup> However, the association of NO<sub>2</sub> with asthma prevalence has been extensively evaluated in epidemiologic studies of exposure to indoor sources, often at levels considerably higher than the modest (5.7 ppb) IQR of exposure in our study, and the observed associations have not been consistent.<sup>30,31</sup> It is possible that outdoor NO<sub>2</sub>, which occurs in a complex mixture that includes particulate matter and other pollutants known to affect respiratory health, is a marker of some other traffic-related pollutant(s) responsible for increasing asthma risk. For example, some field studies suggest that the concentration of fine particulate matter, especially black smoke (an indicator of diesel exhaust), varies with nearby high-traffic roads and with NO<sub>2</sub>.<sup>32–35</sup> It has been hypothesized that particulate matter, especially diesel exhaust particulate, may contribute to the development of allergies and asthma.<sup>36</sup> Additional research is needed to study the health effects of specific pollutants that occur in complex mixtures of traffic emissions.

A possible limitation of this study is the assessment of asthma by questionnaire, which could be affected by access to care and differences in diagnostic practice among physicians.<sup>37</sup> However, we found associations of traffic indicators with recent wheeze and exercise-induced wheeze, 2 symptoms of asthma that are unlikely to be affected by access to care or diagnostic bias. Another limitation is the possibility of poor or biased reporting of asthma by parents. However, self-report of physician-diagnosed asthma has been found to reflect what physicians actually reported to patients, at least in adults, and validity as assessed by repeatability of response is good.<sup>38</sup> Self-report of physician diagnosis has been the main criterion for identifying asthma in epidemiologic studies of children and has been recommended as the epidemiologic gold standard because a more precise identification tool is not available.<sup>39</sup> Reporting bias is unlikely to have explained the observed associations, because parents were not aware of the specific focus of the study on air pollution at the time the questionnaire was completed. Biased participation with respect to disease status in this substudy is also unlikely, because the prevalence of doctor-diagnosed asthma in the sample of 208 children (15%, Table 1) was not very different from the asthma prevalence in the remaining 668 eligible children (13%,  $P = 0.56$ ).

Another potential study limitation is that measured NO<sub>2</sub> and the traffic metrics were determined after the onset of asthma and extrapolated to earlier in life. However, the systems of freeways and other major roadways in the study communities have been in place and essentially unchanged for many years. We thus expect that the spatial pattern of exposure to traffic emissions from home to home was rela-

tively similar over the lifetimes of these children. Bias could also have occurred if the families of asthmatic children had preferentially moved to a home near a freeway, but this seems unlikely. Additionally, our observed associations were robust to adjustment for factors known to be related to population mobility, housing location, and access to care, including race/ethnicity and indicators of socioeconomic status (as well as household characteristics). This robustness further suggests that our results were not the result of these potential confounders.

These results have both scientific and public health implications. They strengthen an emerging body of evidence that air pollution can cause asthma and that traffic-related pollutants that vary within communities are partly responsible for this association. The current regulatory approach that focuses almost exclusively on regional pollutants merits re-evaluation in light of this emerging evidence and in light of the enormous costs associated with childhood asthma.<sup>40</sup> In addition, because NO<sub>2</sub> may be a surrogate for the pollutant or pollutants responsible for the observed effects, further study is indicated to identify the specific pollutant(s). In this regard, improved physical and chemical characterization of ambient ultrafine particles (including particle number concentration distributions, as well as more traditional chemical analyses) are topics of specific ongoing research interest in southern California and elsewhere.

## ACKNOWLEDGMENTS

We are very grateful for input from the external advisory committee to this study, including David Bates, Morton Lippmann, Jonathan Samet, Frank Speizer, John Spengler, and Scott Zeger. We thank Tami Funk of Sonoma Technology for contributing to the assessment of residential distance to freeways, and Robert Weker of the Harvard School of Public Health for preparing and analyzing the Palmes tubes.

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**Response to Comment No. 18-14**

Attachment 3 consisting of “Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide,” is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Content from Attachment 3 was also referenced in Comment No. 18-10. As such, please refer to Response to Comment No. 18-10 for additional information.

**Comment Letter No. 19**

Carol Gallant  
Director, Program Development and Communications  
Pacific Asian Consortium in Employment (PACE)  
1055 Wilshire Blvd., Ste. 1475  
Los Angeles, CA 90017

**Comment No. 19-1**

Please accept the attached written comments regarding Case # ENV 2011-0585-EIR sent on behalf of Carol Gallant, Director of Program Development and Communications for the Pacific Asian Consortium in Employment (PACE).

For any questions or comments you may contact Ms. Gallant directly at (213) 989-3218 or via e-mail at [cgallant@pacela.org](mailto:cgallant@pacela.org).

**Response to Comment No. 19-1**

This comment is introductory in nature and does not specifically address the contents of the Draft EIR. Specific comments on the Draft EIR are set forth below with accompanying responses.

**Comment No. 19-2**

The Pacific Asian Consortium in Employment (PACE) is writing this letter to go on record as being “concerned” about AEG’s commitment to working with local non profits and hiring workers from the community.

PACE is a non-profit community development corporation based in Los Angeles. Since our founding more than 36 years ago PACE has served more than 750,000 low income Angelinos to gain job skills and find living wage jobs; start or expand a business; reduce energy usage; and have a safe, affordable place to live. We have also helped thousands of low income children and their families gain the skills they need to succeed in school—and life. Originally founded to serve the Asian Pacific Islander (API) population of Los Angeles, PACE now serves any low income resident who has need of our services. For the past 36 years PACE has been in the forefront of helping immigrants, refugees and asylees become economically self sufficient. And the need for our services keeps growing, especially in these difficult times. Last year alone PACE served more than 60,000 low income individuals and families!

“Despite the fact that PACE’s headquarters—along with our Workforce Development Program which includes a WorkSource Center, Workforce training programs, minority recruitment program, on the job training and apprenticeship programs—is located less than a mile away from Staples Center/LA Live, we were NEVER given the opportunity to provide recruitment and placement for Staples Center/LA Live jobs.

PACE has been conducting workforce development programs, job training and job placement programs since 1976. Over the past 36 years PACE has provided assistance to more than 180,076 job seekers. With this depth of experience we are perplexed and disappointed that Staples/LA Live/AEG has not given PACE and our low income clients the opportunity to take advantage of the economic benefits from the AEG developments in our backyard.

We have tried many ways to initiate working with AEG/LA Live/Staples Center. We met with several people from Staples Center/LA Live/AEG who promised that they would work with us to place workers in both construction and permanent full and part time jobs. As the months and years went by, on many occasions we would recontact the people at Staples/LA Live/AEG and each time we would be warmly reassured that they would love to work with PACE to provide jobs to our clients. Sad to say, NEVER did anyone from Staples/AEG/LA Live EVER contact us with the offer of any jobs or follow up with PACE in any way.

Staples/LA Live/AEG, in fact, regularly sends us invitations—inviting us to PAY to attend fundraising events. Each invitation comes with a handwritten note that cheerfully sends greetings. They know who we are. But they have consistently rebuked our efforts to work with them to place local workers in the jobs they have been creating.

Because of this history of AEG/Staples/LA Live being so non responsive and non participatory, we are highly skeptical of AEG’s commitment to local hire and working with local nonprofit organizations. The City and County are making huge concessions to promote and facilitate the development of a new stadium. Considering the huge inconvenience that the undertaking of this construction project will create for members of our community, the very least that AEG can do in return is to have a serious, solid, accountable commitment to local nonprofit organizations and local hire for all aspects of the development and operation of the project.

We would caution that one thing we have learned is that it is easy to make promises; but unless someone is committed to following up, there is no assurance that those promises will be kept.

PACE hopes to work collaboratively with AEG to help supply the workforce needs of this new economic engine for downtown Los Angeles.

**Response to Comment No. 19-2**

As part of the development of STAPLES Center and L.A. LIVE, numerous local job developers and non-profit organizations have worked with the Event Center Applicant to provide job opportunities to local residents. As a result, over 50 percent of employees of STAPLES Center and L.A. LIVE are from the local community, defined as living within 3 miles of the facility or living in high-poverty ZIP Codes identified by the City of Los Angeles.

There is currently a jobs coalition that is organized to facilitate the participation of non-profit job developer agencies with job opportunities at STAPLES Center and L.A. LIVE. PACE will be added to the notification list so that they are made aware of job coalition meetings with the Event Center Applicant.

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

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**Comment Letter No. 20**

Becky Dennison  
Co-Director  
Los Angeles Community Action Network  
On behalf of the Los Angeles Community Action Network and Physicians for Social  
Responsibility—Los Angeles  
beckyd@cangress.org

**Comment No. 20-1**

Attached please find a formal request to extend the EIR review period for the proposed Convention and Event Center (also known as Farmer's Field) to July 5, 2012 instead of the current comment due date of May 21, 2012.

**Response to Comment No. 20-1**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 20-2**

This letter is to formally request an extension of the 45-day review and comment period for the Environmental Impact Report released on April 6, 2012, for the proposed Convention and Event Center Project (commonly known as Farmers Field). The current closing date for public comment is May 21, 2012. We request a 45-day extension, for a total of a 90-day comment period, which would result in a new closing date of July 5, 2012.

The California Environmental Quality Act (CEQA) allows for extensions to the standard 45-day comment period when there are extenuating circumstances. We believe there are several circumstances warranting an extension to the comment period in this specific case:

1. **10,000 pages** – The length of the EIR is 10,000 pages. If someone read for the entire 45-day period, 24 hours per day, they would have to read and prepare comment on 9 pages per hour. This is simply not possible or reasonable. This is not the standard length for a draft EIR, even for similarly large projects. The EIR is the key tool communities have to determine the environmental and health impacts of projects, and the public must be provided with a sufficient amount of time to review the information provided.

2. **Expedited Judicial Review** – There is already an expedited environmental review process for this project, as established by SB 292. Any legal challenges will be forced to move at an extremely rapid rate. These legal challenges generally have the potential to slow the progress of the project. Therefore, this project will not be harmed by a relatively short 45-day extension for the review and comment period, because the judicial review period is truncated post-project approval. The stated deadline for NFL negotiations and being “shovel-ready” is not until March 2013.<sup>1</sup> This timeline will not be harmed by adding 45 days to the public comment period.

<sup>1</sup> [http://espn.go.com/los-angeles/nfl/story/\\_/id/7772949/construction-proposed-football-stadium-los-angeles-begin-march-2013](http://espn.go.com/los-angeles/nfl/story/_/id/7772949/construction-proposed-football-stadium-los-angeles-begin-march-2013)

3. **Limits on Responses to Comments** – Further, although SB 292 is intentionally designed to limit the amount of time for CEQA and EIR proceedings and expedite the project, there is absolutely nothing in SB 292 prohibiting an extension of the review and comment period. In fact, because of the response to comment limitation in SB 292, this may be the only opportunity to intervene in the current projected timeline to ensure full public participation and that environmental and public health are protected.

Again, we ask that the comment period be extended from 45 to 90 days. Thank you for considering this request, which is supported by many other organizations in Los Angeles as indicated in the attached letter to the LA City Council’s Ad Hoc Committee on the Proposed Downtown Stadium and Event Center. We would appreciate a response to this request as soon as possible.

### **Response to Comment No. 20-2**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. As discussed therein, the Draft EIR is comprised of 17 volumes, including three volumes that total approximately 1,750 pages and comprise the main Draft EIR sections and 14 volumes totaling approximately 9,300 pages that include technical appendices that are largely comprised of technical modeling runs and data. Also, note that within Volume I of the Draft EIR, Section I, Summary provides a 182-page comprehensive summary for the Draft EIR that includes a description of the Proposed Project, a summary of the environmental impacts and mitigation measures for each environmental issue evaluated within the Draft EIR, and an overview of the alternatives to the Proposed Project that were evaluated. Additionally, it is noted that the size of the Draft EIR is comparable to and in some cases smaller than other Draft EIRs prepared for regional projects within the City of Los Angeles. Specifically, the Boyle Heights Mixed Use Project Draft EIR is approximately 7,895 pages of which approximately 1,368 pages include the main Draft EIR sections and the remaining pages include technical appendices. Similarly, the NBC Universal Evolution Plan Draft EIR is

approximately 15,202 pages of which approximately 2,516 pages include the main Draft EIR sections and the remaining pages include technical appendices. Other examples include The Village at Westfield Topanga Project (1,127 pages including the main Draft EIR sections and 5,751 pages of technical appendices) and the University of Southern California Development Plan (1,520 pages including the main Draft EIR sections and 2,476 pages of technical appendices).

The Proposed Project is subject to SB 292, the specific purpose of which is to expedite the consideration of Proposed Project for all the reasons set forth in the Legislative Findings in the bill. A copy of SB 292 is included in Appendix C-1 of the Draft EIR. In addition to expediting judicial review of challenges to the Proposed Project, SB 292 added three process requirements that were not imposed on any of the projects identified in the Comment, nor on any other projects in California to date. The process requirements included an informational workshop to inform the public of the key analyses and conclusions of the Draft EIR. This workshop was held on April 9, 2012. The second process requirement required by SB 292 was a hearing held by the City on May 16, 2012, to take public testimony on the Draft EIR. The Final EIR includes responses to comments made at that hearing. The third process component requires the City and the Applicant to participate in nonbinding mediation, if requested by a Commenter on the Draft EIR, regarding areas of dispute raised in the comments for a period of up to 30 days at the close of the comment period. Taken together, SB 292 provides an opportunity for meaningful input that goes beyond an extension of the comment period. Refer to Topical Response No. 5 regarding SB 292.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 21**

Save Our Community  
8655 Landis View  
Rosemead, CA 91770

**Comment No. 21-1**

It does not appear that our suggestions from Scoping have been included.

**Response to Comment No. 21-1**

Scoping meeting comments from Save Our Community are provided in Appendix B of the Draft EIR. The comments address compliance with the Seismic Hazard Mapping Act, California Geological Survey Special Publication 117 and use of the latest data and methods. The comments also request a thorough discussion of the Puente Hills Thrust. The Draft EIR incorporated those scoping comments that were appropriate for this stage of project development. For example, the Draft EIR includes a discussion of the relevant regulations regarding seismic hazards cited by the Commenter within Appendix G, Regulatory Framework. In addition, the impact analysis within Section IV.G, Geology, of the Draft EIR, which is based on the latest methods for evaluating seismic hazards, evaluates the Puente Hills Thrust.

**Comment No. 21-2**

2a Regulatory Setting Mentions Seismic Hazards Mapping Act (SHMA) although the required SHMA report does not seem to be present. A SHMA report and the required review of the SHMA report are required PRIOR to project approval.

**Response to Comment No. 21-2**

“The Seismic Hazards Mapping Act requires site-specific geotechnical investigations be conducted within the Zones of Required Investigation to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy” (Seismic Hazards Mapping Act (SHMA) of 1990 Public Resources Code, Chapter 7.8, Section 2690-2699.6). A site-specific geotechnical investigation and design report for the Proposed Project will be prepared for the Proposed Project as part of the normal building permit process. This report will fulfill the requirements of the SHMA.

**Comment No. 21-3**

See the duly adopted regulations Special Publication SP 117 from CGS  
See the LADPW handbook

**Response to Comment No. 21-3**

Special Publication 117A, prepared by the California Geological Survey, “constitutes the guidelines for evaluating seismic hazards other than surface fault-rupture, and for recommending mitigation measures as required by Public Resources Code Section 2695(a),” a part of the Seismic Hazards Mapping Act (SHMA). The Los Angeles Department of Public Works (LADPW) handbook also includes guidelines and requirements for evaluating and design of mitigation of seismic hazards. A site-specific geotechnical investigation and design report for the Proposed Project will be prepared for the Proposed Project as part of the normal building permit process. This report will fulfill the requirements of SP117A and the LADPW handbook, where applicable.

**Comment No. 21-4**

Page IV.G-2 Pp2

“and no active or potentially active faults are known to underlay the Project Site.”

is an incorrect statement

Table IV G-1 and page 9 show Puente Hills thrust directly under the site

This sentence copied from later in the document (page 10) is more accurate

“there are no active or potentially active faults with the potential for surface fault rupture known to be located directly beneath the Project Site or projecting toward the Project Site”

**Response to Comment No. 21-4**

The original text contained an error. The statement should have read, “There are no active or potentially active faults with the potential for surface fault rupture known to be located directly beneath the Project Site or projecting toward the Project Site.” The Puente Hills Thrust Fault does underlie the site, but does not have the potential for surface rupture. Refer to Subsection IV.G of Section II, Corrections and Additions, of this Final EIR.

**Comment No. 21-5**

PALEOSEISMOLOGY OF BLIND-THRUST FAULTS BENEATH LOS ANGELES, CALIFORNIA: IMPLICATIONS FOR THE POTENTIAL OF SYSTEM-WIDE EARTHQUAKES TO OCCUR IN AN ACTIVE FOLD-AND-THRUST BELT

USC dissertation August 2009

<http://digitallibrary.usc.edu/assetserver/controller/item/etd-Leon-2969.pdf.jsessionid=4FD5029B45C7097AEB7A99DB6B593771>

Contact adviser James Dolan at USC/ SCEC/ John Shaw Harvard University

**Response to Comment No. 21-5**

The geotechnical consultant has reviewed this dissertation and will use it, as may be appropriate, in the site-specific geotechnical investigation and design report for the Proposed Project. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

**Comment No. 21-6**

The Puente Hills and Whittier-Elsinore, and San Andreas faults are multi -segment faults and may rupture in multiple segments- this must be investigated and reported.

Puente Hills Blind thrust Multiple Segment Maximum Magnitude 7.5 single segment 7.3

see

Leon, L. A., Dolan, J.F., Shaw, J.H., Pratt, T.L., and Lund, S., , Paleoseismology of the Los Angeles segment of the Puente Hills blind-thrust fault, Los Angeles, California: Implications for the potential of system-wide earthquakes to occur in a segmented blind-thrust system.

**Response to Comment No. 21-6**

The Puente Hills and Whittier-Elsinore, and San Andreas faults are recognized as multi-section faults and are discussed in California Geological Survey, 2008, "Appendix A: California Fault Parameters for the National Seismic Hazard Maps and Working Group on California Earthquake Probabilities 2007," Special Report 203A. (Note that CGS 2008 denotes them as sections, not segments.) Multi-section quakes were discussed for the

San Andreas fault on page IV.G-9 of the Draft EIR. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

### **Comment No. 21-7**

“The results of this dissertation provide Holocene-Late Pleistocene slip rates from study sites above the Los Angeles, Santa Fe Springs, and Coyote Hills, segments of the PHT. I also determined slip rates for both the northern and southern segments of the Compton fault. In addition to fault slip rates, this research demonstrates that both the Puente Hills and Compton blind thrust faults have generated multiple, large-magnitude ( $M_w > 7$ ) earthquakes during the past 12-14 ka, and that both faults are capable of generating multi-segment ruptures.”

(Later/ better data than found on the CGS/ USGS websites which must be incorporated into the seismic hazard model

### **Response to Comment No. 21-7**

The data will be considered, as may be appropriate, in the site-specific geotechnical investigation and design report for the Proposed Project. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

### **Comment No. 21-8**

Leon dissertation p 64

### **2.3.3 Implications for Seismic Hazard in Southern California**

The occurrence of large-magnitude earthquakes on the PHT has obvious and significant implications for seismic hazard assessment, given the location of this fault directly beneath the heart of metropolitan Los Angeles.

Indeed, recent loss estimates for large PHT earthquakes based on the findings of *Dolan et al.* [2003] and *Shaw et al.*[2002] suggest that the occurrence of such an event would represent one of the worst seismic disasters in the United States [Field et al., 2005].

Of particular concern is the possibility that any up-dip source directivity would funnel energy directly into the 10-km deep Los Angeles basin. Moreover, such large-magnitude earthquakes on the PHT would involve permanent displacements of several meters directly beneath the downtown Los Angeles high rise district.

The displacements at the project site must be considered

Directivity must be considered

Basin depth amplification must be considered

“Slow S-wave velocity in the (LA) basin is obvious. In particular, a prominent low-velocity anomaly can be seen along the Newport-Inglewood fault.”

Discuss the effect of slow S wave velocity on the project.

see

Field, E. H., H. A. Seligson, N. Gupta, V. Gupta, T. H. Jordan, and K. W. Campbell (2005), Loss estimates for a Puente Hills blind-thrust earthquake in Los Angeles, California, *Earthquake Spectra*, 21, 329-338.

#### **Response to Comment No. 21-8**

These documents will be considered, as may be appropriate, in the ground motion evaluation in the site-specific geotechnical investigation and design report for the Proposed Project. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

#### **Comment No. 21-9**

Whittier-Elsinore multiple segments 7.5 single segment 7.1-7.3

San Andreas

Which fault are you using as the source of the Northridge earthquake?

#### **Response to Comment No. 21-9**

The source of the Northridge earthquake was the Northridge Thrust Fault (CGS, 2008).

#### **Comment No. 21-10**

Page IV-G-4 Table IV.G-1

Show the multiple segment data for Puente Hills, Whittier-Elsinore, San Andreas

**Response to Comment No. 21-10**

The sections (no longer called segments) closest to the Project site are listed. The USGS/CGS earthquake models include segmentation and multiple segment scenarios.

**Comment No. 21-11**

Page 6

Newport-Inglewood fault

Basin depth amplification must be investigated and discussed

See the SCEC Phase III report c.a. 1998 there is no reason to have missed this

<http://www.scec.org/phase3/>

see special issue

December 2000 BSSA

10 years later

<http://adsabs.harvard.edu/abs/2011AGUFM.S51B2214W>

**Response to Comment No. 21-11**

These will be considered, as may be appropriate, in the ground motion evaluation in the site-specific geotechnical investigation and design report for the Proposed Project. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

**Comment No. 21-12**

**Directivity-Basin Coupling in the Los Angeles Region from the CyberShake Hazard Model**

Wang, F.; Jordan, T. H.; Callaghan, S.; Milner, K.; Maechling, P. J.; Graves, R. W.; CyberShake Collaboration

American Geophysical Union, Fall Meeting 2011, abstract #S51B-2214

“The coupling between source directivity effects and basin amplification effects can substantially enhance the low-frequency seismic hazards in sedimentary basins. “

Quantify the seismic hazard for the project

Compare with the CBC which uses NGA

“We analyze the dependence of this coupling on source complexity and earth structure, and we compare our results with parameterizations of basin and directivity effects in the ground motion prediction equations of the Next Generation Attenuation Project (2008). “

### **Response to Comment No. 21-12**

The authors have generated first-generation maps, but the information is not sufficiently refined such that it can be used in project design. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

### **Comment No. 21-13**

Review the City of Santa Monica documents for discussions of Santa Monica Fault (General Plan, Disaster Hazard Plan)

Santa Monica recently required strengthened foundations

Basin depth amplification, must be discussed

recent articles show Santa Monica fault capable of a 7.2 event with surface displacements of up to 3-6 feet

Your seismic hazard must be updated

**Near-Surface Location, Geometry, and Velocities of the Santa Monica Fault Zone, Los Angeles, California Bulletin of the Seismological Society of America February 2008 98:124-138; doi:10.1785/0120020231**

R. D. Catchings, G. Gandhok and M. R. Goldma

<http://www.bssaonline.org/content/98/1/124.abstract>

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**WESTSIDE SUBWAY EXTENSION PROJECT**

[http://www.metro.net/projects\\_studies/westside/images/fault\\_report.pdf](http://www.metro.net/projects_studies/westside/images/fault_report.pdf) Nov 30 2011

**Response to Comment No. 21-13**

The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

**Comment No. 21-14**

Palos Verdes Fault

Congratulations on using later seismic data for Palos Verdes

Basin depth amplification, however, must be discussed

**Response to Comment No. 21-14**

The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared. New ground motion attenuation relationships such as the PEER Next Generation of Ground Motion attenuation models (Power, M., Chiou, B., Abrahamson, N., Bozorgnia, Y., Shatz, T., and Roblee, C., 2008, An Overview of the NGA Project, Earthquake Spectra, Vol. 24, No. 1, pp. 3–21) account for basin effects and will be used in the ground motion evaluation.

**Comment No. 21-15**

San Andreas

Discuss multiple segment events

note that the Arrowhead Regional Medical Center was designed for an 8.3 Basin depth amplification, source (including directivity), and path effects must be discussed

Contact USC Southern California Earthquake Center who have extensive data and simulations of SA including expected heave and fling, duration of shaking ,

Discuss for the project site. Provide spectral analysis X, Y and Z (vertical)

Southern San Andreas must be considered even if over 100km (and in Appendix N)

from pg 13 “during an earthquake has been addressed by the CGS in the earthquake planning scenarios for a magnitude 8.3 earthquake on the San Andreas fault zone”

Discuss the effect of horizontal component peak velocities (cm/s) in the 40-76 range

Discuss the effect of shaking lasting for 3+ minutes

### **Response to Comment No. 21-15**

The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

### **Comment No. 21-16**

Puente Hills blind thrust

discuss multiple segment breaks

show depth to fault plane under the project

Discuss Vertical Accelerations, duration of shaking at various periods

Contact USC Southern California Earthquake Center who have extensive data and simulations of PHT including expected heave and fling. Discuss for the project site.

Provide a site specific x,y,z spectral analysis or synthetic x,y,z seismograms

Provide data from the SCEC CyberShake Platform, which explicitly incorporates deterministic 3D rupture and wave propagation effects within seismic hazard calculations

see

Graves, R., S. Callaghan, E. Deelman, E. Field, T. H. Jordan, G. Juve, C. Kesselman, P. Maechling, G. Mehta, K. Milner, D. Okaya, P. Small, K. Vahi (2010), CyberShake: Full Waveform Physics-Based Seismic Hazard Calculations for Southern California, PAGEOPH

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Pure Applied Geophys., contact Jordan, Maechling at SCEC, Graves at USGS Pasadena, Field USGS

Leon Dissertation Page 84 shows PHT to within 60m of the surface- where is the Budlong study relative to the project?

“The combined industry and high-resolution seismic reflection data provide an uninterrupted image of the full depth extent of the fold above the Los Angeles segment of the PHT, from ~3 km depth to within 60 m of the surface, allowing us to accurately site boreholes and cone penetration tests across the locus of most recently active folding (Figures 3.3 and 3.4)”

Discuss building above a kink band

### **Response to Comment No. 21-16**

The Puente Hills thrust is composed of three sections. The Los Angeles section underlies the Project site at a depth of approximately 4 kilometers.

CyberShake is a Southern California Earthquake Center (SCEC) research tool, a physics-based model using 3-D ground-motion simulations. As described on their website (accessed June 18, 2012), “CyberShake is a SCEC research project that is working to develop a physics-based computational approach to probabilistic seismic hazard analysis (PSHA). SCEC geoscientists are leading the scientific verification and validation of the CyberShake computational approach and SCEC/CME computer scientists are leading development of computational tools and techniques needed to implement the CyberShake calculations at the necessary scale.” It is not sufficiently refined to use as a design tool for projects. The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

The Budlong Avenue study site, where the kink band was identified, is described by the Commenter as being about 6 kilometers southwest of downtown Los Angeles. The Commenter’s attached location map shows it to be south of I-10 and west of I-110, over 2 miles southwest of the Project Site

The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

**Comment No. 21-17**

Upper Elysian Park Thrust

Discuss Basin Depth Amplification, directivity toward/ away from the site

Clear up any confusion with Lower Elysian Park thrust aka (formerly known as and found in the literature as) Elysian Park Thrust

**Response to Comment No. 21-17**

Davis et al., 1989, postulated an upper splay Elysian Park Blind Thrust and a lower splay Elysian Park Blind Thrust. Subsequent researchers have refined the geometry and uplift rate of the folding caused by the Elysian Park Blind Thrust. The geometry and uplift rate of the Elysian Park thrust of Oskin et al., 2000, is recognized by CGS, 2008, not to be confused with Davis' upper splay Elysian Park Thrust. The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

**Comment No. 21-18**

The Compton thrust needs investigation

Although this fault was declared to be inactive on the basis of earlier studies [Mueller, 1997], my investigations demonstrate that the Compton fault is indeed active and capable of generating large-magnitude ( $M_w > 7$ ) earthquakes

Leon pg 161

The Current CGS fault database is inaccurate ([Mueller, 1997] leading to the deletion of the Compton fault from the California Geological Survey (CGS) 2002 active seismic sources.)P189)

(Although this fault was declared to be inactive on the basis of earlier studies [Mueller, 1997], my investigations demonstrate that the Compton fault is indeed active and capable of generating large-magnitude ( $M_w > 7$ ) earthquakes)

The Compton thrust is currently included in the Southern California Earthquake Center (SCEC) community fault model (CFM) [Plesch and Shaw, 2007] as a potentially active fault due largely to my study (Leon p190)

Thus, it is critical that the activity and seismogenic potential of the Compton thrust be properly considered in regional seismic hazards assessment.(Leon P191)

Provide an up to date analysis and revise your analysis

see

Leon Dissertation 149 et seq

Leon, L. A., Dolan, J.F., Shaw, J.H., and Pratt, T.L., 2009, Evidence for large Holocene Earthquakes on the Compton Thrust Fault, Los Angeles, California, *Journal of Geophysical Research – Solid Earth*, doi: 10.1029/2008JB006129.

And

Leon, L. A., Dolan, J.F., Shaw, J.H., Pratt, T.L., and Lund, S., *in prep*, Evidence for Holocene- Late Pleistocene activity of the Compton blind-thrust fault, Lakewood, California: Implications for system-wide Earthquakes and seismic hazard.

Leon's dissertation chapter 6 page 149

I demonstrate that the Compton blind-thrust fault is active and has generated at least six large-magnitude earthquakes ( $M_w$  7.0-7.4) during the past 14,000 years.

This large, concealed fault underlies the Los Angeles metropolitan area, and thus poses one of the largest deterministic seismic risk in the United States.

Unlike most faults, which rupture to the surface in large earthquakes, near-surface deformation above blind thrust faults is accommodated by folding, rather than (surface) faulting (surface fault rupture).

In many thrust fault earthquakes, co-seismic fold growth has been documented [*King and Vita-Finzi*, 1981; *Stein and King*, 1984; *Stein and Yeats*, 1989; *Lin and Stein*, 1989; *Lai et al.*, 2006; *Chen et al.*, 2007; *Streig et al.*, 2007)

and in very large thrust fault earthquakes, discrete coseismic fold scarps have developed above bends and at the tips of propagating faults [*Stein and Yeats*, 1989; *Ishiyama et al.*, 2004; 2007; *Lai et al.*, 2006; *Chen et al.*, 2007; *Streig et al.*, 2007].”

see dissertation for references

Discuss and mitigate building above near surface fold scarps

**Response to Comment No. 21-18**

The Compton thrust is under consideration by the USGS/CGS (CGS, 2008) for inclusion in their ground motion models. The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared. The cited information does not warrant a change to the analysis or the conclusions of the Draft EIR.

**Comment No. 21-19**

Provide a site specific x y z Spectral Analysis from the SCEC Cybershake program (or other) combining all earthquake sources at 2% (building code, life safety) and 1% POE (critical structures) (USC location data would be acceptable)

Show expected ground motions and permanent ground displacements)

How many feet of earth movement do you expect?

(a) surface fault rupture we expect none

(b) show soil column to 100 feet or 50 feet below lowest, excavation, basement or pile tip.

**Response to Comment No. 21-19**

The ground motion evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

Refer to Response to Comment No. 21-16, regarding the CyberShake Program.

**Comment No. 21-20**

A complete SHMA report is required, prior to project approval. While not specifically required for this environmental document, since it is required concurrently it must be provided. SHMA requires latest data and methods which would include investigation of long period, long duration shaking from the San Andreas as well as the shorter duration, shorter period events from the Puente Hills Thrust. Both analysis must be shown

**Response to Comment No. 21-20**

A site-specific geotechnical investigation and design report including a ground motion evaluation using the appropriate up-to-date data will be prepared for the Proposed Project. This report will fulfill the requirements of the Seismic Hazards Mapping Act (SHMA), as discussed in Response to Comment Nos. 21-2 and 21-3.

**Comment No. 21-21**

Differential settlement must be investigated and mitigated.

Anticipated settlements, while reasonable, are not acceptable.

Are there no 100 foot borings from the Staples Center which could be utilized with the newer seismic data?

Pre USGS Shakeout (2005) seismic data and studies are not acceptable.

WE recommend San Andreas data be from the "Wall to Wall" simulation available from USGS or Cal State San Diego geology dept.

Pre SCEC Phase III 1999 basin depth amplification adjusted data is not acceptable.

**Response to Comment No. 21-21**

Differential settlement will be investigated and design parameters for mitigation developed when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

**Comment No. 21-22**

G) Flooding Investigation of the USGS Arkstorm scenario does not appear to be in the appendix. Arkstorm is later, California Specific, data than the wholly obsolete safety Element and is later than data used by FEMA, It must be considered.

**Response to Comment No. 21-22**

As described in the USGS Overview of the ARkStorm Scenario Abstract (USGS Open File Report 2010-1312), Arkstorm is a winter storm scenario Multi-Hazards Demonstration Project of the USGS intended to engage emergency planners, businesses, universities, government agencies, and others in preparing for major natural disasters. The

project also helps to set research goals and provides decision-making information for loss reduction and improved resiliency. It is not intended as a design document. However, Arkstorm did not identify flooding at the Project site or in the downtown area.

### **Comment No. 21-23**

Has Fracking been considered and mitigated?

### **Response to Comment No. 21-23**

The California Division of Oil, Gas and Geothermal Resources is currently evaluating fracking. The Proposed Project will not involve fracking.

### **Comment No. 21-24**

b. Thresholds of Significance the following require additional investigation and discussion

Would the project:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Strong seismic ground shaking?
- Seismic-related ground failure,

In the context of the above questions from Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide states that a project would normally have a significant geology and soils impact if the project would:

#### (1) Geologic Hazards

- Cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

Sedimentation and Erosion (Arkstorm Data not investigated or discussed)

Arkstorm data must be discussed and mitigated

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or

- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

#### **Response to Comment No. 21-24**

The comment accurately restates the EIR's thresholds of significance. No response is necessary.

Arkstorm is a winter storm scenario Multi-Hazards Demonstration Project of the USGS intended to engage emergency planners, businesses, universities, government agencies, and others in preparing for major natural disasters. The project also helps to set research goals and provides decision-making information for loss reduction and improved resiliency. It is not intended as a design document.

#### **Comment No. 21-25**

##### **d. Project Impacts**

###### (1) Geologic-Hazards

The following paragraph is false on its face and inadequate

###### *(b) Seismicity and Ground Shaking*

The Project Site is located in the seismically active region of Southern California.

Thus, the Project Site would be subject to strong seismic groundshaking, typical of areas within Southern California. The seismic source type and closest distance to a known seismic source were determined by the Geotechnical Report using the CGS mapping. As discussed above, the closest active fault to the Project Site is the Hollywood Fault. This is incorrect

As shown above "CGS mapping does not show buried thrust faults, it also does not consider the Compton thrust

The closest fault is the Los Angeles segment of the Puente Hills thrust, second closest is the Elysian Park thrust, third closest is the Compton thrust

Leon dissertation p 197

Nowhere are blind thrust faults of more concern than beneath metropolitan Los Angeles, home to more than 10 million people. Previous studies have identified several major blind thrust faults beneath the city, with two – the Compton and Puente Hills faults – being of particular concern because of their location directly beneath the urban center [*Shaw and Suppe*, 1996; *Shaw et al.*, 2002].

It is mandatory that Your report must be re-analyzed and corrected

“Thus, almost all growth of the Compton-Los Alamitos fold probably occurs in large-magnitude events.” p216

### **Response to Comment No. 21-25**

The Hollywood fault is the closest active fault to the site with the potential for surface rupture. The closest active fault to the site is the Los Angeles segment of the Puente Hills thrust, as noted in the comment. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR. However, the Commenter is referred to Subsection IV.G of Section II, Corrections and Additions, of this Final EIR for this clarification.

### **Comment No. 21-26**

The following paragraph utilizes data that has been withdrawn by CGS (see the latest edition of SP 117) and has been obsolete since the adoption of the 2008 building code

*“(b) Seismicity and Ground Shaking paragraph 2*

“The probability that a ground motion of a certain intensity would be exceeded at a given site due to earthquakes from all regional seismic sources with their respective probabilities of occurrence has been determined by the CGS in Open-File Report 98-20 for the Los Angeles 7.5-Minute Quadrangle”.

The maximum ground motion, measured in peakground acceleration (PGA), for the Project Site having a 10 percent probability of exceedance in 50 years (or a return period of 475 years) has been determined for alluvium conditions.<sup>9</sup>

Based on information from the CGS, there is a 10 percent probability that PGA of 0.46g (0.46 times the acceleration of gravity) would be exceeded in 50 years in the Project area.

The 2008 building code no longer utilizes 10% POE

Your ground motion estimates are off by at least 100%

The peak ground acceleration (PGA) is a quantitative measure of the severity of ground shaking.

During an earthquake, the PGA is typically measured in three orthogonal directions, two horizontal (PHGA) and one vertical (PVGA) by a seismometer. The maximum of the two horizontal components is noted as the Maximum Horizontal Acceleration (MHA).

Provide the appropriate data and discussion and , mitigation

“would be required to conform to the current seismic design provisions of the CBC.”

“The 2010 CBC incorporates the latest seismic design standards for structural loads and materials” is only true the day the code was codefied. Provide CBC Design Spectra

The hazard level associated with a CBC design corresponds to a Maximum Considered Earthquake (MCE) ground motion. MCE is defined in high seismicity regions near known faults, i.e., California, as a maximum seismic event on nearby source (deterministic earthquake) attenuated by the median ground motion attenuation relations increased by 50 percent In moderate and high seismicity regions, MCE is defined as an event having a 2 percent probability of exceedance within a 50 year period. (return period 2500 years)

(FEMA 450 – NEHRP Recommended Provisions, 2003)

Provide site-specific spectral acceleration data for short periods (Ss) and 1-second period (S1) also provide spectral acceleration data for the critical periods of the project including the stadium, parking structures, luxury boxes and scoreboards

### **Response to Comment No. 21-26**

The geotechnical report by AMEC, Appendix N to the Draft EIR, provided the following preliminary seismic design parameters:

Seismic design parameters are defined in the 2010 California Building Code (CBC) and the ASCE 7-05 Standard (ASCE, 2005) for use in the design of buildings and structures. We have determined the seismic design parameters in accordance with the provisions of the 2010 CBC and ASCE 7-05 Standard using the United States Geological Survey (USGS, 2011) program, Earthquake Ground Motion Parameters, Version 5.1.0. The site

location was Latitude 34.0409° and Longitude -118.2705°; the Site Class as defined in the CBC was assumed to be Type “D.” The seismic design parameters are presented in the following table:

**Seismic Design Parameters**

Parameter	Value
$S_S$ (0.2 second period, Site Class B)	2.01g
$S_1$ (1.0 second period, Site Class B)	0.69g
Site Class	D
$F_a$	1.0
$F_v$	1.5
$S_{MS} = F_a S_S$ (0.2 second period)	2.01g
$S_{M1} = F_v S_1$ (1.0 second period)	1.03g
$S_{DS} = 2/3 \times S_{MS}$ (0.2 second period)	1.34g
$S_{D1} = 2/3 \times S_{M1}$ (1.0 second period)	0.68g

The final seismic design evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

**Comment No. 21-27**

“CBC” is not identified do you mean the City of Los Angeles Building code?

“which incorporates portions of the International Building Code, and the” must be deleted and is irrelevant – 2010 CBC is sufficient/LACBC

**Response to Comment No. 21-27**

“CBC” refers to the California Building Code, as noted on page IV.G-1 in Section IV.G, Geology and Soils, of the Draft EIR. The 2011 City of Los Angeles Building Code, which is based on the 2010 CBC, governs design and development of the Proposed Project.

**Comment No. 21-28**

The EIR has not identified what the the extent of strong seismic ground shaking is therefore the following conclusion cannot be drawn, the data is insufficient.

Impacts associated with seismicity and ground shaking may be significant, and mitigation measures are required.”

“Therefore, the Proposed Project would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury impacts from strong seismic ground shaking. Impacts associated with seismicity and ground shaking would be less than significant, and no mitigation measures are required.”

### **Response to Comment No. 21-28**

The above preliminary seismic parameters, in Response to Comment No. 21-26, were identified in Appendix N (page 16) of the Draft EIR.

### **Comment No. 21-29**

“Proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving liquefaction.” cannot be drawn from the data given and “Impacts associated with liquefaction would be less than significant, and no mitigation measures are required.” cannot be made with the data given

### **Response to Comment No. 21-29**

As discussed on page G.14 in Section IV.G, Geology and Soils, of the Draft EIR, the Project Site is not within a liquefaction hazard zone identified by the CGS or City or County of Los Angeles. The current and historic groundwater levels are greater than 50 feet, and the site soils are dense and not subject to liquefaction.

### **Comment No. 21-30**

d) Settlement

not all structures have 50 feet of soil removal

settlement cannot be gauged without a 100 foot soil column and short period – sort duration and long period-long duration seismic ground shaking forces applied to the formulas

### **Response to Comment No. 21-30**

Any site soils present that would be subject to excessive settlement will be removed, in accordance with the City of Los Angeles Grading and Building Codes.

**Comment No. 21-31**

I) Without investigation of the USGS ARKSTORM data the flooding conclusion cannot be made- Contact Dr Lucy Jones USGS Pasadena for site specific data then run it through your flooding and drainage model.

**Response to Comment No. 21-31**

Arkstorm is a winter storm scenario Multi-Hazards Demonstration Project of the USGS intended to engage emergency planners, businesses, universities, government agencies, and others in preparing for major natural disasters. The project also helps to set research goals and provides decision-making information for loss reduction and improved resiliency. It is not intended as a design document. Arkstorm did not identify flooding at the Project site.

**Comment No. 21-32**

4 Cumulative Impacts

With inadequate data (ground shaking) (soils) The effect of“duration of shaking) at each spectral period is not discussed

basin depth amplification is not discussed

source and path effects are not discussed

These effects are cumulative and interdependent.

**Response to Comment No. 21-32**

The seismic design evaluation will be performed using the appropriate up-to-date data when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

**Comment No. 21-33**

Project design Features

G 1 Include the Seismic Hazard Mapping act and SP-117

**Response to Comment No. 21-33**

The requirements of the Seismic Hazards Mapping Act and SP 117A will be incorporated in the design as discussed in Response to Comment Nos. 21-2 and 21-3.

**Comment No. 21-34**

Mitigation Measure G1

We do not see a site-specific geotechnical report as no investigation has been done.

Appendix N is only useful for SCOPING.

Appendix N does not meet the requirements of CEQA (the project cannot be determined to be feasible) or the SHMA.

At a minimum a 100 foot soil column must be provided and current earth shaking both short period- short duration (Puente Hills Thrust) and long period-long duration (San Andreas fault) spectral accelerations must be provided by a seismologist working in his field of expertise.

**Response to Comment No. 21-34**

Adequate geotechnical information exists to make the determination that the Project is feasible. The reports are listed in the bibliography of Appendix N of the Draft EIR and are included below:

Geotechnologies, Inc., 2008, "Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California," File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

The requirements of the Seismic Hazards Mapping Act will be covered in the site-specific geotechnical investigation, which will include a 100-foot boring and a design report for the Proposed Project.

### **Comment No. 21-35**

**Mitigation Measure G-3:** Testing of Project Site soils by a civil engineer shall be performed as part of the site-specific geotechnical report

"civil engineer" alone is inadequate

change to Certified Engineering Geologist AND a registered Geotechnical Engineer following seismic data prepared by a seismologist practicing in his field of expertise.

### **Response to Comment No. 21-35**

Mitigation Measure G-3 has been modified to indicate that testing of Project Site soils will be conducted by a certified engineering geologist and/or geotechnical engineer. Refer to Subsection IV.G of Section II, Corrections and Additions, of this Final EIR.

**Comment No. 21-36**

6

add: current professional standards - “building code” or “applicable regulations” alone is inadequate for this project.

The project needs to be designed “ahead of the code” utilizing all appropriate peer reviewed research

**Response to Comment No. 21-36**

The Project will comply with applicable regulations and codes at the time of design and construction. The City has determined that these regulations and codes adequately address seismic safety.

**Comment No. 21-37**

Appendix N Comments

Seismic Safety Element of the County of Los Angeles Draft Preliminary General Plan (2007)

2011 version is available

[http://planning.lacounty.gov/assets/up1/project/gp\\_2035\\_part2-chapter9.pdf](http://planning.lacounty.gov/assets/up1/project/gp_2035_part2-chapter9.pdf)

**Response to Comment No. 21-37**

The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR.

**Comment No. 21-38**

“No site-specific field work or testing of soil samples were performed as part of this work to verify site conditions or acquire data to be used for engineering design.”

“This report does not contain geotechnical recommendations for design of the proposed facilities; a site-specific geotechnical investigation will be required in accordance with the requirements of the City of Los Angeles Department of Building and Safety and the Los Angeles Building Code for the proposed facilities.”

So how can we determine if the proposed project is feasible??

**Response to Comment No. 21-38**

Adequate geotechnical information exists to make the determination that the Project is feasible. The reports are listed in the bibliography of Appendix N of the Draft EIR and are included below:

Geotechnologies, Inc., 2008, "Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California," File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

The Lead Agency has determined that there is adequate geotechnical information to determine that the project is feasible.

**Comment No. 21-39**

Groundwater-- verify historical depth to groundwater

Finding water 30 feet below ground less than a half mile away is very concerning

An excerpt from the Historical groundwater map must be provided

Are the prior borings available, why is their information not utilized?

**Response to Comment No. 21-39**

The CGS historical groundwater map was used as were the numerous boring logs for the surrounding area, including across the street. The reports are listed in the bibliography of Appendix N of the Draft EIR and are included below:

Geotechnologies, Inc., 2008, "Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California," File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

### **Comment No. 21-40**

Faults

Southern San Andreas has frequent occurrence, is a major hazard that has not been addressed.

### **Response to Comment No. 21-40**

The southern sections of the San Andreas Fault are a hazard; however, the Mojave South section has a higher slip rate and is closer to the Project site and, thus, is considered a larger threat to the Project site.

### **Comment No. 21-41**

Puente Hills

Double check the data

we see 7.1 for single segment and 7.5 for multiple segments for a MCE.

### **Response to Comment No. 21-41**

The geotechnical report, Appendix N, referenced Shaw, J.H., Plesch, A., Dolan, J.F., Pratt, T.L., and Fiore, P. for single section maximum moment 6.5 to 6.6 and multiple section Maximum Moment 7.1 and CGS, 2008 for a maximum moment magnitude of 7.1. Dolan, J.F, Christofferson, S.A., and Shaw, J.H, 2003, Recognition of Paleoearthquakes on the Puente Hills Blind Thrust Fault, California, Science, Vol. 300, estimated a maximum magnitude of 7.1 for a single section and 7.2 to 7.5 for multiple sections.

**Comment No. 21-42**

Seismic Design paramaters

Interesting that the static 2010 CBC seismic design paramaters are in the appendix but that wholly inadequate 1998 CBC paramaters are in the report!!!

**Response to Comment No. 21-42**

See preliminary seismic design parameters in Response to Comment No. 21-26.

**Comment No. 21-43**

WE consider that these parameters are inadequate as they do not consider basin depth amplification or source and path affects. They are especially inadequate for large structures.

We suggest that the site be modeled using the latest methods. Using the latest methods and data is required by the Seismic Hazards Mapping Act.

A full spectrum of acceleration/ velocity curves must be presented from 0.1 to 10 seconds. Vertical accelerations/ velocities must be shown with the expected duration of shaking at each period.

**Response to Comment No. 21-43**

The final ground motion evaluation will be performed using the appropriate up-to-date data and methodologies when the site-specific geotechnical investigation and design report for the Proposed Project is prepared.

**Comment No. 21-44**

It is concerning that SCEC found that the earth could rise 6 feet in a major PHT event.

How would such an uplift affect the project?

How much is the earth expected to rise in a Design Basis Engineering (DBE) event?

**Response to Comment No. 21-44**

Uplift or coseismic displacement occurred in earthquakes in Chile (2010) and Tohoku, Japan (2011). The effect on structures was not significant when compared to strong ground shaking. An example from Chile is the Alto Rio building in Concepcion, Chile, that collapsed in the February 27, 2010, earthquake; it was shown that the collapse was not due to the large coseismic displacement (Alimoradi, A. and Naeim, F., 2010, Did the Large Coseismic Displacement Cause the Global Overturning Collapse of the Alto Rio Building During the 27 February 2010 Offshore Maule, Chile Earthquake?, The Special Design of Tall and Special Buildings, John Wiley and Sons, Ltd.).

**Comment No. 21-45**

see

<http://articles.latimes.com/2010/aug/21/local/la-me-earthquake-fault-20100821>

<http://articles.latimes.com/2011/jun/22/local/la-me-earthquake-report-20110622>

“For the first time, we (USGS) went through a process of calculating the ground motions of a great Southern California earthquake and reviewing those results with structural engineers,” said Dr. Hudnut. (USGS, CalTech) “A great earthquake along the southern San Andreas Fault could cause many tall buildings to collapse in Los Angeles, explains USGS earthquake expert Dr. Ken Hudnut in a new video interview.”

(The Project is similar to a tall building laying on its side)

In the (shakeout) scenario, the earthquake would kill 1800 people, injure 50,000, cause \$200 billion in damage, and have long-lasting social and economic consequences.:

Ground motion simulations and comparisons were performed through a collaboration with the Southern California Earthquake Center (SCEC at USC), funded by the National Science Foundation

<http://scec.usc.edu/scecpedia/CyberShake>

Graves, R, Jordan, T. H., Callaghan, S., Deelman, E., Field, E. H., Juve, G., Kesselman, C., Maechling, P., Mehta, G., Okaya, D., Small, P., Vahi, K. (2010), CyberShake: A Physics-Based Seismic Hazard Model for Southern California, Pure and Applied Geophysics, Accepted for Publication March, 2010

<http://www.isi.edu/~gideon/publications/GravesR-CyberShake.pdf>

Graves, R, S. Callaghan, E. Deelman, E. Field, N. Gupta, T. H. Jordan, G. Juve, C. Kesselman, P. Maechling, G. Mehta, D. Meyers, D. Okaya and K. Vahi (2008) Physics Based Probabilistic Seismic Hazard Calculations for Southern California, 14th World Conference on Earthquake Engineering, October, 2008, Beijing China

The SCEC CyberShake Project: A Computational Platform for Full Waveform Seismic Hazard Analysis Robert Graves (USGS), Scott Callaghan (USC), Patrick Small (USC), Gaurang Mehta (USC), Kevin Milner (USC), Gideon Juve (USC), Karan Vahi (USC), Edward Field (USGS), Ewa Deelman (USC/ISI), David Okaya (USC), Philip Maechling (USC), Thomas H. Jordan (USC) - SSA April 2011

[http://www.eri.u-tokyo.ac.jp/symposium/2009/SCEC-ERI/1\\_1030\\_Jordan.pdf](http://www.eri.u-tokyo.ac.jp/symposium/2009/SCEC-ERI/1_1030_Jordan.pdf)

<http://www.authorstream.com/Presentation/Malbern-11151-Graves-Cyber-Shake-June2005-Project-Using-3D-Synthetic-Seismic-Waveforms-Hazard-Analysis-cybershake-News-Reports-ppt-powerpoint/>

The National Seismic Hazard Model (NSHM), which is regularly updated by the USGS for all U.S. territories, is the basic source of seismological information used by decision-makers at the local, state, and federal levels for earthquake risk assessment, seismic safety engineering, and disaster preparedness. The NSHM is currently limited by uncertainties in long-term earthquake rupture forecasts, the paucity of near-field recordings of large earthquakes, and the variability arising from fault rupture complexity and wave propagation through highly heterogeneous crustal structures.

#### SGTs

- On disk on Ranger
  - Seismograms
- On SCEC disk
  - Peak Spectral Acceleration values
- In SCEC database
- Used by Feng and Jessica
  - Hazard Curves
- SCEC disk and database

- Available online with login
- <http://northridge.usc.edu/cybershake/status/cgi-bin/runmanager>.

**Response to Comment No. 21-45**

The final ground motion evaluation will be performed using the appropriate up-to-date data and methodologies when the site-specific geotechnical investigation and design report for the Proposed Project is prepared. The cited information has been reviewed and does not warrant a change to the analysis or conclusions of the EIR. Refer to Response to Comment No. 21-16, regarding the CyberShake Program.

**Comment No. 21-46**

Hydrology

Discuss the location of the Ancestral Los Angeles river

Discuss the USGS Arkstorm findings

**Response to Comment No. 21-46**

The course of the ancestral Los Angeles River has migrated broadly throughout the Los Angeles plain, the low-lying areas of the Los Angeles basin (USGS Scientific Investigations Report 2004-5296). In the vicinity of the Project site, the river is channelized for flood control purposes.

Arkstorm is a winter storm scenario Multi-Hazards Demonstration Project of the USGS intended to engage emergency planners, businesses, universities, government agencies, and others in preparing for major natural disasters. The project also helps to set research goals and provides decision-making information for loss reduction and improved resiliency. Arkstorm did not identify flooding at the Project site.

**Comment No. 21-47**

[See attachments to Letter No. 21 in Appendix A of this Final EIR.]

**Response to Comment No. 21-47**

These attachments to Save Our Community's comment letter have been reviewed. As indicated in Response to Comment No. 21-2, a site-specific geotechnical investigation and design report will be prepared for the Proposed Project. This report will address

faulting and seismicity, groundwater, and erosion and will provide the appropriate specific design recommendations for the Proposed Project.

**Comment Letter No. 22**

Charming Evelyn  
Chair, Water Committee  
Sierra Club Angeles Chapter  
3435 Wilshire Blvd., Ste. 620  
Los Angeles, CA 90010-1904

**Comment No. 22-1**

Please see the attached comments submitted on behalf of the Sierra Club Angeles Chapter in response to the Draft Environmental Impact Report (DEIR) prepared for the City of Los Angeles Convention and Event Center Project.

The following comments are submitted on behalf of the Sierra Club Angeles Chapter in response to the Draft Environmental Impact Report (DEIR) prepared for the City of Los Angeles Convention and Event Center Project

**The focus of the comments below covers only those environmental sector as follows:**

- Project-Specific and Programmatic EIRs
- Geology and Soils
- Hydrology and Surface Water Quality
- Water Resources—Groundwater
- Public Services—Police Protection
- Public Services—Fire Protection
- Utilities—Water
- Environmental Hazards
- Environmental Justice
- Finance and SocioEconomics
- Mitigation Monitoring and Reporting Program
- Other environmental sectors have not been reviewed herein.

**Note:** that the plain text is from the DEIR document, the **bold text** includes our comments and recommended changes. Text from the DEIR document that is underlined indicates particular wording pertaining to specific immediate comments.

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**Response to Comment No. 22-1**

This introductory comment summarizes the various issues addressed by the Commenter in its comment letter. Specific comments on the Draft EIR regarding each of these issues are set forth below with accompanying responses.

**Comment No. 22-2**

p. I-8 - -11 3. Project Objectives, Items 1-7 ***No specific objective is provided for general and known environmental sectors which are impacted by such large urbanized projects (e.g., stormwater resources, groundwater recharge, oil field blowout protection, soft-target protection from terrorism, environmental justice, etc.).***

**Response to Comment No. 22-2**

As discussed in Response to Comment No. 16-10, the discussion of project objectives in Section II, Project Description, of the Draft EIR was completed in accordance with CEQA requirements. The Draft EIR indentified a broad range of project objectives. The Lead Agency does not agree that the requested objective should be added as a project objective. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 22-3**

p.I-11, 4. Purposes of Draft EIR ***Although the DEIR purposes include provision of an informational document for the general public and Proposed Project decision-makers the levels of detail of the proposed Project and its impacts are phrased in such a matter as to be conditional, vague, and in some cases mitigations are to be implemented at some time in the life of the Project. The DEIR is stated to be Project-Specific, although the Project and assessments are presented as a “Specific Plan” level allowing for later ministerial implementation in order to avoid discretionary actions.***

**Response to Comment No. 22-3**

The comment does not provide examples or specifics here of how or why the Commenter believes the Draft EIR is inadequate and incomplete with respect to specific Project components. Refer to Topical Response 4, Adequacy of the Draft EIR.

As stated on page II-12, Section II, Project Description, of the Draft EIR, “Proposed Project development would occur in accordance with the proposed Specific Plan that would

establish development standards, including, but not limited to, the amount of development permitted, permitted uses, building height, massing, streetscape, pedestrian and vehicular access, open space, parking, lighting, and public art. Although the proposed Specific Plan encompasses the entire Project Site, its primary focus would be the regulation of the proposed new buildings and features, as well as transportation and parking.” Page II-47, Project Description, of the Draft EIR states regarding the proposed Specific Plan, “The proposed Convention and Event Center Specific Plan would be a comprehensive planning and regulatory tool that would address the existing development of the Project Site and would guide future development. The proposed Specific Plan establishes permitted uses and development regulations for the various subareas, including maximum floor area and building heights and establishing regulations for parking, lighting and signage.”

The Project Description in the Draft EIR (and proposed Specific Plan) sets forth a detailed Development Program with specific proposed square footages and uses for the proposed buildings which are analyzed in the relevant environmental issue areas of the Draft EIR. The Development Program provides detailed information with respect to building size, massing, height, uses, open space, parking, etc., so as to provide a comprehensive environmental review of potential environmental impacts of the Proposed Project in the Draft EIR.

Also, as stated in the Draft EIR, the EIR serves as the environmental document for all actions associated with development of the Proposed Project, and is also intended to cover all State, regional, and local government discretionary approvals that may be required to construct or implement the Proposed Project, whether or not they are explicitly listed in the list that follows in the Draft EIR. The Project Description lists numerous discretionary project approvals which would be required for the Proposed Project. Included in this list is, “Any additional actions deemed necessary to implement the Proposed Project.” The EIR is a project EIR under CEQA Guidelines Section 15161.

The Commenter is also referred to Response to Comment No. 45-3 regarding the Specific Plan.

#### **Comment No. 22-4**

p.I-13 5. Draft EIR Focus and Effects Found Not To Be Significant ***The summary deems that Geology/Soils, Hazards and Hazardous Materials, Hydrology and Water Quality (including Groundwater [also including City services - storm water drainage), Public Services (Police Protection and Fire Protection), and Utilities/Service Systems (Water, Wastewater,... [storm water NOT included as service or utilities]) are not significantly impacted nor impacting upon the environment, although mitigation is required and included as vague future actions after the Specific Plan has been***

***approved. As will be shown below in these review comments, important inadequacies and incompleteness in the assessment, vague, and ill-defined, and conditional mitigation renders the findings of “Found Not To Be Significant” is incorrect and unfounded in these environmental sectors mentioned and reviewed below.***

#### **Response to Comment No. 22-4**

Refer to Topical Response 4, Adequacy of the Draft EIR regarding the comprehensive analyses in the Draft EIR that were completed in accordance with CEQA. As demonstrated by the following responses to comments, the assessments and associated mitigation measures within the Draft EIR are complete and accurate.

#### **Comment No. 22-5**

p.l-17 Sec. 7. Areas of Controversy Other general concerns included infrastructure capacity (sewer, water, and other public utilities), public safety, land use, sustainability, alternatives to the Proposed Project, cumulative impacts, mitigation measures, geologic hazards, signage/lighting, noise, and financial responsibility for the Proposed Project.

***Although identified as Areas of Controversy, public safety and soft-target/terrorism, geological hazards and financial and operational responsibilities are not well defined, assessed, or mitigated. Some issues may be sensitive and may have to have limited accessibility and closed-proceeding, but other issues have not been adequately or completely described, assessed, and mitigated in full disclosure, objective proceedings and the DEIR.***

#### **Response to Comment No. 22-5**

Refer to Topical Response No. 4, Adequacy of the Draft EIR regarding the comprehensive analyses within the Draft EIR that were completed in accordance with CEQA. Public Safety issues, including issues related to potential terrorism, are discussed in detail in Section IV.J.1, Public Services—Police Protection, of the Draft EIR. In addition, geological hazards are discussed in Section IV.G, Geology and Soils, of the Draft EIR. Mitigation measures for each of these environmental topic areas are provided. In addition, as discussed in Response to Comment No. 18-3, these mitigation measures have been incorporated into Section IV, Mitigation Monitoring and Reporting Program, of this Final EIR.

**Comment No. 22-6**

***The DEIR does NOT provide 1) an objective full disclosure and 2) adequate and complete description, Project facilities, assessments, and mitigation for the proposed Project, its area, and vicinity and for the various environmental and urban sectors raise as controversial. These and other areas discussed below also deal with deficiencies in geological and mineral resources and in public safety and in other environmental sectors.***

**Response to Comment No. 22-6**

The Commenter is referred to Response to Comment Nos. 16-8 through 16-11 regarding the adequacy of the Project Description. The Commenter is also referred to the responses to comments below regarding the adequacy of the geology, mineral resources, and public safety analyses within the Draft EIR.

**Comment No. 22-7**

***The DEIR does NOT provide 1) an objective full disclosure and 2) adequate and complete description, Project facilities, assessments, and mitigation for the proposed Project, its area, and vicinity and urban sectors of FINANCIAL operations of the many facilities and mitigations proposed in order to assure that through lack of funding mitigation may not be undertaken or operated and maintain adequately to maintain the mitigative effect for the environment and community. Such disclosures were made in the recent USC Specific Plan EIR and should be provided in this DEIR.***

**Response to Comment No. 22-7**

The Commenter is referred to Response to Comment Nos. 16-8 through 16-11 regarding the adequacy of the Project Description. The Draft EIR is not required to provide financial operation disclosures under CEQA. The Commenter is referred to Response to Comment No. 18-3 regarding assurance of implementation of project design features and mitigation measures adopted by the decision-makers, included as Section IV, Mitigation Monitoring and Reporting Program, of this Final EIR.

**Comment No. 22-8**

p.I-107 G. Geology and Soils No known active or potentially active faults with the potential for surface rupture cross or project toward the Project Site. The closest active fault... Hollywood Fault, and the Project Site would be subject to strong seismic ground shaking typical of areas within Southern California...

p.I-107 Impacts associated with surface fault rupture, seismicity, and ground shaking... less than significant.

***The DEIR does not provide any evidence of pre-development topography, shallow geology, or historic seismicity or ground shaking in the Project area and vicinity and therefore cannot make such conjectures, rather than stating there is no evidence of rupture or shaking. The geological discussions and environmental hazards discussions do not establish the relationships of the Project and reported blind thrust below the Project. The DEIR does not recognize that the geological structure beneath the Project includes faults and a producing oil field within the structural context.***

***The DEIR is inadequate and incomplete with respect to direct geological information and their implications for a Project-Specific EIR, see Section IV also below.***

#### **Response to Comment No. 22-8**

Analyses regarding surface faulting and blind thrust faulting and seismicity are discussed in Section IV.G.2.b.(1), and subsurface geology and the Downtown Los Angeles oil field is discussed in Section IV.G.2.b.(2) of Section IV.G, Geology and Soils, of the Draft EIR with more detailed analyses within the Geotechnical Report provided in Appendix N of the Draft EIR.

#### **Comment No. 22-9**

p.I-107 The Project Site... Prior borings drilled to a depth of 100 feet in the vicinity of the Project Site did not report groundwater above that depth, except for minor seepage between approximately 17 and 36 feet below ground surface. The Project Site is not located within an area of known subsidence associated with oil or groundwater withdrawal, peat oxidation, or hydro...

***No references are provided for the “Prior borings”, “groundwater”, “minor seepage”, and “area of known subsidence”. No records, evidence, or references are provided for oil field records and withdrawals or for changes of surface elevations. Preparers apparently did not investigate directly the records of Div.OilGas&Geoth.Res. in Cypress CA.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-9**

A description of the prior borings, groundwater, minor seepage, and areas of known subsidence is summarized in Section IV.G, Geology and Soils, of the Draft EIR, with a more detailed description within the Geotechnical Report provided in Appendix N of the Draft EIR. The reports utilized are listed in the bibliography of Appendix N of the Draft EIR and include the following:

Geotechnologies, Inc., 2008, "Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California," File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

As discussed in more detail in the comments below, oil fields are also discussed in Section IV.G.2.b.(2) of Section IV.G, Geology and Soils, of the Draft EIR.

### **Comment No. 22-10**

p.I-108 The Project Site is situated above the Los Angeles Downtown oil field and is located in a City of Los Angeles methane zone... discussion of potential impacts associated with oils wells and methane gas.

***This is one of the few places where any reference is given for the operating oil field beneath the Project area but without references, citations, web pages, etc. for the Downtown Oil Field, although such information is available for the operator, its operations, and geologic stratigraphy/structure.***

***No records, evidence, or references are provided for oil field records, and apparently, preparers did not investigate directly the records of Div.OilGas&Geoth.Res. in Cypress CA.***

***The referenced section does not include any discussion regarding the oil field and a reported blowout to the surface within the vicinity of the Project. .***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

### **Response to Comment No. 22-10**

Detailed information regarding the Project's impacts associated with the Project Site being located above the Los Angeles Downtown Oil Field is provided in Appendix N, Report of Geotechnical Evaluation of the Draft EIR. As described therein, California Division of Oil, Gas, and Geothermal Resources (DOGGR) Map No. 119 (2006) was reviewed to determine the Project Site's location within the Los Angeles Downtown Oil Field. In addition, the Geotechnical Evaluation further states that oil and gas are currently produced within the Downtown Oil Field from formations deeper than approximately 3,000 feet below the surface and producing wells are located approximately 0.5 mile southeast of the Project Site (DOGGR, 2010). Furthermore, based on information reviewed and retrieved from DOGGR, the Project Site contains one petroleum oil well (Standard–Occidental Albany Corehole No. 1, DOGGR ID No. 037-11872). This oil well was first drilled on December 29, 1965, and completed on March 5, 1966, at a total depth of 5,378 feet. The oil well was abandoned on March 9, 1966, without producing. The current owner

of this well is Chevron. The location of the well is described as “1,555 feet southerly along section line and 1,400 feet easterly at right angles to said line from the projected northwest corner of Section 32, or from the intersecting centerlines of Georgia Street and 12th Place, 100 feet northeasterly along the centerline of Georgia Street; thence 184 feet northwesterly at right angles.” To evaluate the causes and potential impact of the “blowout to the surface within the vicinity of the Project Site,” a thorough online review for the Downtown Oil Field, review of the DOGGR file and discussions of the reported blowout with DOGGR staff has been completed, with no record for this claimed event found. Additionally, according to Mr. Weiru Chen, Well Review Engineer with DOGGR, there is no record for the surface blowout from this or other oil well in the vicinity of the Project Site. However, as the Project Site is situated above an oil field, DOGGR and the City of Los Angeles shall be contacted prior to any construction activities, as set forth by Mitigation Measure L-4 included in the Draft EIR. If demolition or construction activities encounter remnants of, or materials associated with a previously abandoned oil well, evaluation by DOGGR and the City of Los Angeles would occur and appropriate action, including possible reabandonment in accordance with all applicable regulations, would be undertaken.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

#### **Comment No. 22-11**

p.IV.G-1 **1. Introduction** This section of the Draft EIR analyzes the Proposed Project’s potential impacts with regard to geology and soils.

***The DEIR has deleted all analyses for geological (mineral) resources from the DEIR, although the DEIR recognizes in various references that a near 50 year old oil field operates beneath the Project site and to the east. The field also produces sufficient gas to fuel a grant funded microturbine/generators for producing electricity for field operations.***

***The DEIR also references soils although no soils are defined for the Project site and references mention soils of more than 2foot thickness and 6-10foot thick soils when in point of facts the deposits are only fine-grained alluvial sediments rather than “true” soils.***

***The DEIR is inadequate, incomplete, and erroneous with respect to some geological resources and soil conditions, and significant absences of information and lack of geotechnical borings and characterizations for up to 50foot depths cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-11**

Mineral Resources and the Downtown Los Angeles oil field are discussed in Section IV.G.2.b.(2) of Section IV.G, Geology and Soils, of the Draft EIR and in the Geotechnical Report provided in Appendix N of the Draft EIR.

In a geotechnical context, soils refer to earth materials that are not rock. Also refer to Response to Comment Nos. 22-9 and 22-10.

#### **Comment No. 22-12**

p.IV.G-1 The analysis includes an evaluation of the potential geologic hazards associated with fault rupture, seismic ground shaking, liquefaction, landslides, inundation, other geologic conditions, and underlying soils.

***The generalized “analysis” is not based on Project specific geotechnical borings and geophysical surveys for the project and therefore cannot be deemed to be an “analysis” sufficient for a Project-specific DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-12**

The analysis in Section IV.G, Geology and Soils, of the Draft EIR is based on sufficient local geologic data to be site-specific. Refer to the references within the geotechnical report provided in Appendix N of the Draft EIR, which include the following:

Geotechnologies, Inc., 2008, “Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California,” File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

### **Comment No. 22-13**

p.IV.G- 2. **Environmental Setting a. Regulatory Setting** ...numerous State, and local regulations and plans regarding geology and soils... would be implemented by the Proposed Project. As described in detail in Appendix G, such regulations at the State level... City of Los Angeles plans and regulations relevant to geology and soils...

***The DEIR has deleted all analyses for geological (mineral) resources from the DEIR, although the DEIR recognizes in various references that a near 50 year old oil field operates beneath the Project site and to the east. The field also produces sufficient gas to fuel a grant funded microturbine/generators for producing electricity for field operations.***

***The Downtown Oil Field represents the “subsurface/mineral rights” regulatory realm which may require a clear definition of their rights for access to realize their mineral rights. Although the Project site overlies an active oil field no discussion is presented as to subsurface rights, leases, and potential access through the Project.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-13**

Mineral Resources and the Downtown Los Angeles oil field are discussed in Section IV.G.2.b.(2) of Section IV.G, Geology and Soils, of the Draft EIR and in the Geotechnical Report provided in Appendix N of the Draft EIR. Also refer to Response to Comment No. 22-10.

#### **Comment No. 22-14**

p.I-110 - -115 H.1 Water Resources—Hydrology and Surface Water Quality

***Summary discussions here are not supported by the environment analysis given in later sections of the DEIR. This is one of the few places where any reference is given for the operating oil field beneath the Project area but without references, citations, web pages, etc. for the Downtown Oil Field, although information is available for the operator, its operations, and geologic stratigraphy/structure.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-14**

Please refer to Response to Comment No. 22-10 regarding the Project Site’s location above the Downtown Oil Field. The discussion referred to by the Commenter is only a summary of the hydrology/surface water quality analysis provided later in the Draft EIR. In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated hydrology/surface water quality and geology and soils. Refer to Section H.1, Water Resources—Hydrology and Surface Water Quality, and Section IV.G,

Geology and Soils, regarding the evaluations of hydrology and surface water quality impacts and geology and soils impacts, respectively. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources. Also note that each of these EIR sections is supported by technical reports appended to the Draft EIR. The lead agency considers the Draft EIR to be adequate and complete.

### **Comment No. 22-15**

p.I-115 - -118 H.2 Water Resources-Groundwater  
p.I-1 - -130 J.1 Police Protection  
p.I-131 - -136 J.2 Fire Protection  
p.I-136 - -141 K.1 Utilities—Water  
p. 1-141 - -145 K.2 Wastewater (and Recycle Water for Recharge)  
p.I-155 - -158 K.5 Utilities—Natural Gas [*and Electricity*] (1)

p.I-156 Therefore, Project impacts on natural gas associated with construction activities would be less than significant.... this entire service area, the County... is selected as the geographic area of analysis... estimating the cumulative projected increase in natural gas demand within this service area, the Southern California Association of Governments population and growth forecasts between 2011 and 2017 for Los Angeles County was used.

***The DEIR summary, analysis, and mitigation do not use the current Regional Transportation Plan 2035 and associated landuse and infrastructure plan rather than the outdated 2011-2017 forecasts.***

***Using a scale of LA County rather than downtown also shows a bias to diminish any potential shortfalls.***

***Although no sustainability elements appear to involve gas availability and accessibility, the DEIR does not reference the presence of gas production from the LA Downtown Oil Field sufficient to power microturbines for generation of electricity. These elements suggest that the Project may be powered in part for peak use period by locally produced gas and electricity.***

***The DEIR is inadequate and incomplete with respect to infrastructure implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-15**

The Draft EIR's natural gas analysis addresses potential impacts with regard to natural gas supplies and the transmission of natural gas to individual buildings. Natural gas supplies are analyzed in terms of Southern California Gas' (SCG) entire service area, as natural gas supplies exist at a system-wide basis rather than in terms of one geographic area or another. On the other hand, the analysis of distribution facilities (i.e., pipelines) is at a local level.

As described in the Draft EIR, the SCG service area extends from Mono County on the north to Orange and San Bernardino Counties on the south. As population and growth forecasts are not available for this entire service area, the County of Los Angeles is selected as the geographic area of analysis with regard to natural supplies.

With regard to comments regarding the use of SCAG projections, at the time the Draft EIR was prepared, the Southern California Association of Government's 2008 Regional Transportation Plan was the most update plan available with projections through year 2030. Therefore, the Southern California Association of Government's 2008 Regional Transportation Plan population and growth forecasts for Los Angeles County were used. Even though SCAG's Regional Transportation Plan 2035 was not adopted at the time the Draft EIR was prepared, a review of the data presented therein indicates that the Proposed Project's consumption would still be less than 0.02 percent of total Los Angeles County consumption in 2017. Further, the analysis presented in the Draft EIR is conservative in that if the entire Southern California Gas service area was included in the calculations, the proportion of consumption represented by the Proposed Project would be less than that reported in the Draft EIR.

With regard to the analysis of local distribution facilities, which addresses conditions in the Project area, as stated in Section IV.K.5, Utilities—Natural Gas, of the Draft EIR, the Project Site is served primarily by the following four natural gas lines: (1) a 4-inch line that runs along Georgia Street that connects to a 4-inch line in Chick Hearn Court that travels westerly from Georgia Street and increases to a 6-inch line in 11th Street, west of L.A. Live Way; (2) a 3-inch line that runs along Pico Boulevard and into L.A. Live Way in the middle of the Project Site; (3) a 6-inch line that runs along Venice Boulevard and connects to a 4-inch line traveling north in Wright Street southwest of the Convention Center's South Hall; and (4) a 3-inch line that runs along Figueroa Street from Venice Boulevard to Pico Boulevard east of the Project Site, which increases to a 4-inch line that runs along Figueroa Street from Pico Boulevard to Olympic Boulevard east of the Project Site. Based on the analysis presented in the Draft EIR, the existing infrastructure is capable of delivering the Proposed Project's natural gas demand, except for the natural gas line located in Chick Hearn Court between L.A. Live Way and Georgia Street. With the upgrading of this

particular line (i.e., from a 4-inch to a 6-inch line) as required under Mitigation Measure K.5-1, Proposed Project impacts with regard to natural gas transmission facilities would be less than significant.

Please refer to Response to Comment No. 22-10 regarding the Project Site's location above the Downtown Oil Field, the previously abandoned and capped oil well within the Project Site, as well as the lack of any DOGGR records regarding a surface blowout from any oil wells in the vicinity of the Project Site. As described therein, there are no active oil or gas producing wells on-site or in the immediate vicinity of the Project Site.

In accordance with CEQA requirements, a comprehensive analysis of the potential impacts associated with the Proposed Project, including, but not limited to, potential natural gas impacts has been prepared.

#### **Comment No. 22-16**

p.I-157 c. Project Design Features and Mitigation Measures (1) *Project Design Features*  
No project design features are proposed with regard to natural gas consumption.

***Although no sustainability elements appear to involve gas availability and accessibility, the DEIR does not reference the presence of gas production from the LA Downtown Oil Field sufficient to power microturbines for generation of electricity. These elements suggest that the Project may be powered in part for peak use period by locally produced gas and electricity.***

***The DEIR is inadequate and incomplete with respect to sustainability and infrastructure implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-16**

Section IV.K.5, Utilities—Natural Gas, of the Draft EIR concludes that the Proposed Project's impacts with regard to natural gas supplies and infrastructure are less than significant. As such, in accordance with the CEQA Guidelines, the imposition of additional mitigation measures is not required. Also please refer to Response to Comment No. 22-15, regarding potential Proposed Project impacts with regard to natural gas supplies and infrastructure, and Response to Comment No. 22-10, regarding the Project Site's location above the Downtown Oil Field, the previously abandoned and capped oil well within the Project Site, as well as the lack of any Division of Oil, Gas, and Geothermic

Resources (DOGGR) records regarding a surface blowout from any oil wells in the vicinity of the Project Site.

In accordance with CEQA requirements, a comprehensive analysis of the potential impacts associated with the Proposed Project, including, but not limited to, potential natural gas impacts has been prepared. The Commenter is also referred to the Natural Gas System Technical Report, provided as Appendix Z of the Draft EIR.

**Comment No. 22-17**

p.l-158 - -169 IV.L. Environmental Hazards a. Project Impacts (1) *Prior Uses of the Project Site* It is possible that development within the areas designated as... HSA4 could encounter contaminated soil or underground features... an abandoned oil well... Moreover, Mitigation Measure L-4 would provide that Proposed Project construction activities meet construction requirements associated with the former on-site oil well as well as provide that if construction activities uncover remnants of, or materials associated with, the former oil well or additional currently unknown oil wells these would be treated in accordance with applicable regulations. Therefore, with incorporation of applicable mitigation measures, impacts would be reduced to a less than significant level.

***The “former oil well” is still there and represents a recognized migration route for gases and liquids from the existing producing oil-field and from other units through which the well may pass. Once oil, gas, or water reaches the alluvium under the site and above the groundwater levels, gases may migrate without respect to the well or groundwater cap.***

***Although later in the DEIR, mitigation measures are described for geophysical surveys for underground tanks, no efforts are discussed regarding the same for any oil well and ground gas surveys, nor even inspection of the building reports for the existing buildings which may contain references t how the oil well was dealt with or not. No direct inspection of the California DoC/Division of Oil Gas Geothermal Resources files in Cypress, CA were made, and therefore the DEIR must be considered as incomplete, inadequate, and not a full disclosure/objective consideration.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-17**

Please refer to Response to Comment No. 22-10 regarding the Project Site being located above the Downtown Oil Field and additional information regarding the previously abandoned on-site oil well. In addition, while the presence of an oil well may act as a conduit across distinct lithologic zones, information from the Well Summary Report dated June 22, 1966, reviewed at DOGGR described the well casing as seamless, with no casing perforations to approximately 1,030 feet. Cement plugs were also installed within the casing from 6 feet below the surface to 199 feet and from 970 to 1,204 feet. The well casing was cut off at 6 feet and capped with a welded steel plate. Notwithstanding, as part of the general building permit process, upon development plan submission, the Los Angeles Department of Building and Safety would submit a request to DOGGR to review and comment on the Project Site conditions within the Downtown Oil Field and potential disturbance of existing well field structures. In addition, as provided by Mitigation Measure L-1, a geophysical survey would also be performed to locate underground storage tanks and other potential subsurface impoundments, which would include well heads, anomalies, changes in soil profiles, and other structures, including those associated with oil drilling. Furthermore, as described in Section IV.L, Environmental Hazards, of the Draft EIR and set forth in Mitigation Measure L-4, if demolition or construction activities encounter remnants of, or materials associated with, the previously abandoned oil well or additional currently unknown oil wells, these would be evaluated by the DOGGR and the City of Los Angeles, and may require possible reabandonment in accordance with current DOGGR regulations. Additionally, in accordance with Mitigation Measure L-10, site testing of subsurface geological formations shall be conducted to understand the geologic implications of the Project Site.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

**Comment No. 22-18**

p.l-162 (8) *Oil and Gas* Construction of the Proposed Project would require excavation of subsurface materials for building foundations, etc. As a result, construction workers could potentially be at risk during excavation activities if methane gases are present in high concentrations.

p.I-162 Therefore, appropriate precautionary measures shall be taken to provide for construction worker safety. Mitigation Measure L-10 below will provide that potential methane impacts during construction are reduced to a less than significant level.

***The mitigation is inadequately defined and includes no commitments to do anything before construction starts while other nearby projects (USC) included soil probes and monitoring of ground gas prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

### **Response to Comment No. 22-18**

As required by the Los Angeles Department of Building and Safety's Methane Mitigation Standards promulgated in Chapter 71 of the Los Angeles Building Code, the installation of soil probes and collection of soil gas data relative to methane will be completed to establish health and safety requirements protective of workers. The probes and data are not required in advance of the Draft EIR and, thus, were not included in this discussion. To be protective of health and safety for workers, a comprehensive assessment for the presence of subsurface methane will be conducted prior to construction, including any earthmoving. Methane gas will move due to pressure differentials in the subsurface. Obtaining critical information for the presence of methane and its location is most important closer to potential worker contact than information obtained months from exposure. The methods and protocols used at other nearby sites for different projects and scopes was not considered relevant to the Proposed Project in terms of determining when methane testing would be completed.

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site being located above the Downtown Oil Field. Additionally, as described in detail in Section IV.L, Environmental Hazards, of the Draft EIR, and set forth by the project design features and mitigation measures included therein, particularly Mitigation Measure L-1, geophysical and soil gas surveys, and soil assessments will be conducted prior to initiation of Project Site construction activities. Moreover, as provided by Mitigation Measure L-10, site testing of subsurface geological formations shall also be conducted in accordance with the City's Methane Mitigation Standards. Based on the result of subsurface investigations, worker safety guidelines would be established.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential

impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

### **Comment No. 22-19**

p.I-162 ...location of the Project Site in a Methane Zone... would be required to comply with the City's Methane Seepage Regulations and the specifications... as set forth in Section 91.7101, *et seq.* of the City's Municipal Code and as described in Mitigation Measure L-10... Compliance with these regulations would assure that methane concentrations would be below the level that would present a risk to human health and safety... potential methane impacts during operation... would be reduced to a less than significant level.

p.I-168 Mitigation Measure L-9: During subsurface excavation activities, including borings, trenching, and grading, Cal-OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil gases, including but not limited to methane.

***The mitigation is inadequately defined and includes no commitments to do anything before construction starts while other nearby projects (USC) included soil probes and monitoring of ground gas prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

### **Response to Comment No. 22-19**

Please refer to Response to Comment Nos. 22-10, 22-17, and 22-18 regarding the Project Site being located above the Downtown Oil Field and within a City-designated Methane Zone, as well as the associated mitigation measures and project design features that would be implemented to address worker safety. In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

**Comment No. 22-20**

p.I-168 Mitigation Measure L-10: Site testing of subsurface geological formations shall be conducted in accordance with the City's Methane Mitigation Standards... shall be conducted under the supervision of a licensed Architect or registered Engineer or Geologist, and shall be performed by a testing agency... shall indicate in a report... testing procedure, the testing instruments used to measure the concentration and pressure of the methane gas... shall be used to determine the Design Methane Concentration (i.e., the highest concentration of methane gas found during site testing) and the Design Methane Pressure (i.e., the highest pressure of methane gas found during site testing)... shall determine the Site Design Level which shall be required within the proposed site buildings.

***The mitigation is inadequately defined and includes no commitments to do anything before construction starts while other nearby projects (USC) included soil probes and monitoring of ground gas prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-20**

Please refer to Response to Comment Nos. 22-10, 22-17, and 22-18 regarding the Project Site being located above the Downtown Oil Field and within a City-designated Methane Zone, as well as the associated mitigation measures and project design features that would be implemented. In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

**Comment No. 22-21**

p.I-168 Mitigation Measure L-11: ...All development and redevelopment shall require the use of construction Best Management Practices to control handling of hazardous materials during construction to minimize the potential p.I-169 negative effects from accidental release to groundwater, stormwater runoff, and soils.

***The BMPs and mitigation are inadequately defined and include no commitments to do anything before construction starts prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-21**

Best management practices are based on the particular design of a project and its construction requirements. Therefore, as the Proposed Project's design is conceptual at this time, it is not feasible to identify specific best management practices. Prior to the initiation of construction activities, the Applicant shall develop and submit to the City for approval, the best management practices to be implemented during future grading and construction activities, in accordance with Mitigation Measure L-11.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project.

#### **Comment No. 22-22**

p.I-162 The Environmental Data Resources report identified the presence of one abandoned oil well beneath the "Blue" parking zone of the West Hall and is reportedly plugged. To the extent that Proposed Project construction occurs in proximity to this well, the California Department of Oil, Gas and Geothermal Resources may require the re-abandonment of this well in accordance with current regulatory requirements. Through this process, any potential significant impacts would be reduced to a less than significant level.

***The EDR Report is not referenced nor assigned as an appendix. No information is provided from prior closure and abandonment of the one well under the West Hall, and no files for the one well was referenced from DOGGR nor did the preparers review the available files in Cypress, CA. Reference to some measures and design elements sometime in the future is inadequately defined and include no commitments to do anything before construction starts while other nearby projects (USC) included soil probes and monitoring of ground gas prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-22**

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site's location above the Downtown Oil Field, the previously abandoned on-site oil well and the mitigation measures that will be implemented to address potential hazards associated with construction of the Proposed Project. The Environmental Database Report was provided in Appendix C of the Phase I Environmental Site Assessment for the Proposed Project, which is included as Appendix AA of the Draft EIR.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with geology and soils. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

**Comment No. 22-23**

p.l-181 11. Summary of Alternatives H. Environmentally Superior Alternative Conversely, Alternative 7 would result in greater impacts than the Proposed Project with respect to land use plans, geology, methane, and surface water hydrology, although these impacts would p.l-182 still be less than significant under Alternative 7.

***As discussed elsewhere, future unknown mitigation with no commitments to do anything before construction starts allows any Alternative to the proposed Project to have the same level of impacts and therefore the comparison is flawed, inadequate, and incomplete.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-23**

As stated on page V-23, of Section V, Alternatives, of the Draft EIR, under the subheading Analysis Methodology, the analysis of each alternative, unless otherwise specified, assumes that equally effective project design features and mitigation measures proposed for the Proposed Project would apply to Alternatives 2 through 7. As Alternative 1 includes only the maintenance of existing buildings, no project design features or mitigation measures are assumed. This methodology was used in order to provide an accurate assessment of the relative impacts of each alternative to those of the Proposed Project. Without this analytic structure mitigated Proposed Project impacts would have been compared to unmitigated impacts for each alternative which would provide a reasonable comparative assessment as required by the CEQA Guidelines.

The Commenter is referred to Response to Comment Nos. 22-8, 22-9, and 22-11 through 22-13 regarding comments pertaining to the geotechnical analysis presented in the Draft EIR.

**Comment No. 22-24**

D. Proposed Project Characteristics 1. Design Plan p.II-45 e. Sustainability Program  
The Proposed Project's Sustainability Program is provided in its entirety in Appendix E to the Draft EIR. As set forth therein, the Proposed Project would incorporate

p.II-47 The Sustainability Program... focus on the following five (5) main categories of environmental sustainability:...; Water Conservation; Energy and Climate, Materials and Resources;... Refer to Section IV.H, Air Quality and Climate Change, for additional information regarding the Proposed Project's Sustainability Plan.

***The mitigation is inadequately defined and includes no commitments to do anything before construction starts while other nearby projects (USC) included soil probes and monitoring of ground gas prior to preparation of the DEIR.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-24**

It is unclear how the cited text of the Draft EIR regarding sustainability relates to the comments regarding mitigation for geology and environmental hazards. Nonetheless, as

described in Section IV.G, Geology and Soils, and in Section IV.L, Environmental Hazards, of the Draft EIR, several project design features and mitigation measures would be implemented prior to construction to provide for soil testing and monitoring in accordance with the City's Methane Mitigation Standards. Refer also to Response to Comment No. 22-9.

### **Comment No. 22-25**

p.II-60 G. Intended Uses of the EIR This Draft EIR serves as the environmental document for all actions associated with... the Proposed Project...is a Project-level EIR... intended to be the primary reference document in the formulation and implementation of a mitigation report or monitoring program... intended to cover all State, regional and local government discretionary approvals that may be required to construct or implement the Proposed Project, whether or not they are explicitly listed below.

p.II-63 State and regional agencies which may have jurisdiction over components of the Proposed Project include, but are not limited to: ...11-64 Regional Water Quality Control Board; South Coast Air Quality Management District; California Environmental Protection Agency, Department of Toxic Substances Control.

***Presumption of approvals rather than considerations is inaccurate and suggests a not discretionary consideration.***

***Department of Conservation, DOGGR have authority over the re-abandonment and for review of construction over an operating oil field, unless the Project applicants possess subsurface rights.***

***The DEIR is inadequate and incomplete with respect to geological implications and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

### **Response to Comment No. 22-25**

Subsection G, Intended Uses of the EIR, included in Section II, Project Description, of the Draft EIR provides a general list of the state and regional agencies which may have jurisdiction over components of the Proposed Project. It is clearly stated therein that this list is not only limited to the state and regional agencies identified therein. Nonetheless, Section IV.L, Environmental Hazards, of the Draft EIR provides that prior to any construction activities beneath the West Hall—the location of a previously abandoned oil well—the California Division of Oil, Gas and Geothermal Resources and the City of Los

Angeles shall be contacted regarding construction requirements associated with this oil well (refer to Mitigation Measure L-4). Each discretionary approval for the Proposed Project will be considered by the appropriate decision-maker, which will have full discretion to grant the approval, deny it, or approve it with conditions.

As discussed in Topical Response 4, Adequacy of the Draft EIR, the Draft EIR, including the analysis of geological implications in Section IV. G, Geology and Soils, is comprehensive and has been prepared in accordance with CEQA requirements.

### **Comment No. 22-26**

p.II-63 H. Discretionary Actions and Proposed Project Approvals As defined by Section 15161... this Draft EIR is a Project EIR and serves as the primary reference document in the formulation and implementation of a mitigation monitoring program for the Proposed Project... included as part of the Final EIR...

***The DEIR is inadequate and incomplete with clear understanding of the use and purposes of this DEIR: The DEIR is not a Project Specific EIR with totally inadequate description of the Project; Mitigation measures are ill-defined, vague, and unrelated to physical facilities; Many design features are left to ill-defined schedule in the future and through negotiations; "Mitigation" have not defined or accepted monitoring not reporting requirements.***

***Referral to later discretionary actions requires additional environmental considerations and supplemental or subsequent EIRs in order to provide adequacy and completeness in the environmental process. Given the vagueness, lack of real substance in current "mitigation", lack of public access to commitments of the applicant and various referenced agencies, a public review and comment process must be included in the MMRP with a comprehensive public representation must be included in the process and their concurrence before moving forward. Local community representative must be included in order to overcome the issues arising out of environmental/community justice for the Project neighbors.***

***A draft Mitigation Monitoring and Reporting Program (MMRP) would be appropriate in order to verify adequate mitigation of vague statements. Without confirmation of adequacy and completeness, any MMRP included in the FEIR will be subject to inadequate public review and comments. CEQA does allow a draft MMRP to be included in the DEIR for clarity and public accessibility.***

***Understanding that the MMRP is referred to the FEIR, the DEIR and supporting information should be considered as inadequate and incomplete.***

**Response to Comment No. 22-26**

The Project Description in the Draft EIR (and proposed Specific Plan) sets forth a detailed Development Program with specific proposed square footages and uses for the proposed buildings that are analyzed in the relevant environmental issue areas of the Draft EIR. The Development Program provides detailed information with respect to building size, massing, height, uses, open space, parking, etc., so as to provide a comprehensive environmental review of potential environmental impacts of the Proposed Project in the Draft EIR.

Also, as stated in the Draft EIR, the EIR serves as the environmental document for all actions associated with development of the Proposed Project, and is also intended to cover all State, regional and local government discretionary approvals that may be required to construct or implement the Proposed Project, whether or not they are explicitly listed in the list that follows in the Draft EIR. The Project Description lists numerous discretionary project approvals which would be required for the Proposed Project. Included in this list is, "Any additional actions deemed necessary to implement the Proposed Project."

The EIR is considered adequate and complete in compliance with the requirements of CEQA to provide the decision-makers with the information necessary to make an informed decision on the potential environmental impacts of the Proposed Project. If unforeseen circumstances arise at a later date that necessitate supplemental CEQA review (e.g., a change in project description), such review would be prepared at that time by the Lead Agency in conformance with the requirements of CEQA.

The Commenter is also referred to Response to Comment No. 22-27 regarding project specific EIRs. With respect to the concerns regarding the adequacy of the Project Description in the Draft EIR, the Commenter is referred to Response to Comment Nos. 16-8 through 16-11.

CEQA does not require that a Mitigation Monitoring and Reporting Program (MMRP) be included in the Draft EIR. The Commenter is referred to Response to Comment No. 18-3 regarding the MMRP that is included as Section IV, Mitigation Monitoring and Reporting Program, of this Final EIR. The public will have the opportunity to provide comments on the MMRP to the decision-makers during the public hearing process when the decision-makers consider certification of the Final EIR and the Proposed Project.

**Comment No. 22-27**

IV./H.1 Water Resources - Hydrology and Surface Water Quality Apdx.s O and P

p.IV.H.1-2 ...Section 64.70 of the LAMC sets forth the City's Stormwater and Urban Runoff Pollution Control Ordinance. Finally, Ordinance No, 181899 **[2011 October]** expands the applicability of the existing SUSMP requirements by imposing rainwater Low Impact Development (LID) strategies on projects that require building permits in order to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible.

***The DEIR is stated to be that for a Project-specific EIR and NOT one for a specific plan, i.e., a programmatic EIR; thereby the EIR must provide actual facilities of the Project Design especially as they would have significant physical facilities for containment of >2000cuft of stormwater per acre.***

***The DEIR does not comply with the LID Ordinance which does not recognize the net changes or increases of runoff but specifies containment of 0.75in (3/4in) rainfall generated runoff (e.g., 62 cuft per 1000sqft, >2600 cuft/acre).***

***The DEIR is inadequate and incomplete with respect to hydrological implications of the LID program and must contain specific facilities to demonstrate the dedication to actual implementation of/as project elements for a Project specific EIR. Various declarations regarding future conjectured facilities or operations may be appropriate for a programmatic EIR but herein it renders the impacts to be un-assessable and inadequate.***

A September 2011 ordinance amended Sections 64.70.01 and 64.72 of Article 4.4 of Chapter VI of the Los Angeles Municipal Code and included reference to collection, Ordinance No. 181899 SEC. 64.72. STORMWATER POLLUTION CONTROL MEASURES FOR DEVELOPMENT PLANNING AND CONSTRUCTION ACTIVITIES. (C) LID Requirements. All Developments and Redevelopments shall comply with the following:

4. The Site for every Development or Redevelopment shall be designed to manage and capture stormwater runoff, to the maximum extent feasible... comply with the standards and requirements of the Development Best Management Practices Handbook. A LID Plan shall be prepared to comply with the following:

a. Stormwater runoff will be infiltrated, evapotranspired, captured and used, treated through high removal efficiency Best Management Practices, onsite, through stormwater management techniques that comply with the provisions of the Development Best Management Practices Handbook. To the maximum extent feasible, onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, treat through high removal efficiency biofiltration/biotreatment system, without any storm water runoff leaving the Site for at least the volume of water produced by the quality design storm event that results from:... (iii) The volume of runoff produced from a 0.75 inch storm event.

***The Project Design elements and analytical sections related to hydrology do not comply with this brief and the ordinance itself. Therefore the DEIR is inadequate and incomplete with respect to hydrological setting and thereby the significance of contributions by the Project cannot be assessed.***

**Response to Comment No. 22-27**

As stated by the Commenter, the LID Ordinance No. 181899 imposes rainwater LID strategies on projects that require building permits in order to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. (Emphasis added). As described in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR, the Proposed Project must comply with the Standard Urban Water Mitigation Plan (SUSMP) and the City of Los Angeles LID Ordinance requirements as set forth by Project Design Feature H.1-2 on page IV.H.1-28 of Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR (and as addressed in Section 5.0, and Exhibit 5 of the Surface Water Quality System Technical Report (Appendix P of the Draft EIR)). Specifically, revised Project Design Feature H.1-2 states the following: “Prior to approval of B-Permit Plans or issuance of building permit, the Project Applicants shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) and demonstrate compliance with Low Impact Development Ordinance requirements to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.” Regarding the Commenter’s concern for the identification of the specific facilities to be implemented in compliance with LID standards, final grading, building, architectural and landscape plans are currently not available for the Proposed Project. As such, specific facilities to be implemented in compliance with LID standards cannot be identified at this time. However, Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR provides that as part of the project design features, infiltration, capture and use, and biofiltration BMPs would be used at the Project Site in compliance with LID standards. Examples of such BMPs are also provided for each category. Specifically, Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR indicates that infiltration BMPs may include infiltration basins, infiltration trenches, infiltration galleries, bioretention without an underdrain, dry wells, and permeable pavement. In addition, capture and use BMPs may include cisterns and biofiltration BMPs may include vegetated swales, filter strips, planter boxes, high-flow biotreatment units, biofiltration facilities, and bioretention facilities with underdrains. It is noted that the BMPs ultimately found to be feasible within the Project Site, would be implemented within the limits of the Project Site as evaluated throughout the Draft EIR.

Additionally, it is noted that the CEQA Guidelines does not provide specific requirements regarding the level of detail to be provided in a Project EIR. Specifically, CEQA Guidelines Section 15161, Project EIR, provides that “...This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.” In addition, CEQA Guidelines Section 15146, Degree of Specificity, does not identify the level of detail to be provided in an EIR. Furthermore, CEQA Guidelines

Section 15151, Standards for Adequacy of an EIR, acknowledges that certain limitations exist in preparation of an EIR and notes that “An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible... The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.” Accordingly, based on the Proposed Project information available to date and with the identification of possible BMPs to be implemented in compliance with LID standards in the Draft EIR, Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, provides “a sufficient degree of analysis in to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences.”

As previously noted, the Proposed Project will be required to implement all provisions of LID Ordinance No. 181899, including stormwater infiltration and high efficiency biofiltration per current City of Los Angeles LID guidelines, including all requirements related to containment of rainfall generated runoff. These systems would also include structural pre-treatment to further improve water quality and longevity of the proposed BMP. As stated on pages IV.H.1-16 and IV.H.1-17 of the Draft EIR, the Project Applicants would prepare and implement SUSMP requirements throughout the operational life of the Proposed Project. The SUSMP features for the Project Site would outline the stormwater treatment measures or post-construction BMPs required to control pollutants associated with storm events up to the 0.75-inch precipitation level, per the City’s Stormwater Program. The BMPs to be implemented with the Proposed Project would ensure that at a minimum no increase in flows would result with the Proposed Project. In addition, stormwater BMPs to address water quality in stormwater runoff would be incorporated into the design of the Proposed Project and outlined in the SUSMP. BMPs would include source control and treatment control BMPs. The final list of BMPs to be completed as part of SUSMP requirements would be subject to City review for compliance with the City’s Development Best Management Practices Handbook, Part B Planning Activities and the SUSMP Infiltration Requirements and Guidelines.

Specific BMPs to be implemented as part of the SUSMP for the Proposed Project to manage post-construction stormwater run-off would include, but not be limited to, the following, described in greater detail on pages IV.H.1-16 through IV.H.1-19 of the Draft EIR: promoting evapotranspiration and infiltration by increasing the overall footprint of landscaped areas and promoting the use of native and/or drought tolerant plants (the proposed Project Site would slightly increase the overall amount of pervious surface); providing storm drain system stenciling and signage to discourage illegal dumping; designing material storage areas and loading docks within structures or enclosures to

prevent leaks or spills of pollutants from entering the storm drain system; providing evidence of ongoing BMP maintenance as part of a legal agreement with the City of Los Angeles (recorded covenant and agreements for BMP maintenance are part of standard building permit approval processing); and designing post-construction structural or treatment control BMPs to either treat or infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the following requirements of the SUSMP manual.

- Volumetric Treatment Control BMPs would be designed to capture the volume of runoff from a 0.75-inch storm event, prior to discharging to the public storm drain system.
- Flow based Treatment Control BMPs would be designed to the same standards as the volume-based control BMPs. The flow of runoff produced from the storm event shall be equal to or at least 0.2 inch per hour.
- Treatment devices shall be sized and designed to meet the above requirements outlined in the SUSMP manual.

With respect to implementation and enforcement, the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project includes all adopted project design features (including Project Design Feature IV.H.1-2 above) and mitigation measures to ensure implementation. Also note that, as stated above, evidence of ongoing BMP maintenance would be provided as part of a legal agreement with the City of Los Angeles, as recorded covenant and agreements for BMP maintenance are part of standard building permit approval processing. The Building Department would not issue the Proposed Project a building permit until the SUSMP and LID Ordinance requirements are met.

In summary, the information provided in the Draft EIR regarding the BMPs, SUSMP, and LID Ordinance compliance is considered sufficient to provide the public and decision-maker with adequate background information to make an informed decision on the Proposed Project and meets the requirements of CEQA.

### **Comment No. 22-28**

p.IV.H.1-7 Dischargers permitted... for discharging to the Santa Monica Bay WMA include the following: 193 NPDES dischargers, including seven major NPDES permit dischargers, three Publicly Owned Treatment Works (two with direct ocean discharge), one refinery, and three generating stations; 175 dischargers covered under general permits; 87 dischargers covered by an industrial stormwater permit; and 401 dischargers covered by the construction stormwater permit.

A majority of the 193 NPDES permitted dischargers are located in the Ballona Creek watershed. Moreover, a large number of the general industrial stormwater permitted facilities drain to Ballona Creek,

***All Santa Monica Bay dischargers are summarized but the DEIR does not provide those for Ballona Creek and especially those within the same sub-basins of the Project.***

***The DEIR is inadequate and incomplete with respect to hydrological setting and thereby the significance of contributions by the Project cannot be assessed.***

### **Response to Comment No. 22-28**

With respect to information provided in the Draft EIR for Ballona Creek, Figure IV.H.1-3 on page IV.H.1-6 of Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR, provides a figure of the Ballona Creek Watershed. Pages IV.H.1-7 through IV.H.1-8, under the subheading, “(b) Ballona Creek,” describe the watershed and tributaries, and state it is comprised of approximately 64 percent residential uses, 8 percent commercial uses, 4 percent industrial uses, and 17 percent open space. In addition, as noted by the Commenter, page IV.H.1-7 discloses that, “193 NPDES dischargers, including seven major NPDES permit dischargers, three Publicly Owned Treatment Works (two with direct ocean discharge), one refinery, and three generating stations” discharge to the Santa Monica Bay WMA, and that a majority of these 193 NPDES-permitted dischargers are located in the Ballona Creek watershed. This page of the Draft EIR also discloses that a large number of the general industrial stormwater permitted facilities drain to Ballona Creek. In addition, page IV.H.1-8 notes, “Ballona Creek is listed on the 2010 CWA Section 303(d) List for the following pollutants: cadmium (sediment), coliform bacteria, dissolved copper, cyanide, lead, selenium, toxicity, trash, and viruses.”

EIRs are not required to provide a complete listing of all dischargers into a watershed. The information provided in the Draft EIR regarding the dischargers and Ballona Creek is considered sufficient to provide the public and decision-makers with adequate background information to make an informed decision on the Proposed Project. Moreover, as acknowledged in Section IV.H.1 of the Draft EIR, the Proposed Project would include the implementation of LID BMPs, compliance with NPDES requirements and other regulatory requirements.

**Comment No. 22-29**

p.IV.H.1-10 Sediment is a common component of stormwater and can also be a pollutant... Sediment is the primary component of turbidity, total suspended solids (TSS), and suspended sediment concentration (SSC).

***Sediment IS a pollutant (e.g., turbidity, total suspended solids, and total settleable solids) in most if not all regulations, ordinances, and laws and includes a wide range of other potential pollutants if it consists of dissolvable materials (salts, carbonates, metallic-chelates, etc.)***

***Sediment can also transport other pollutants that are attached to it, including nutrients, trace metals, and hydrocarbons.***

***The DEIR is inadequate and incomplete with respect to components of “water-borne” pollutants and thereby water quality.***

**Response to Comment No. 22-29**

The Commenter should note that the bullet discussion regarding “Sediment” cited in the comment is directly preceded by the introductory statement, “These pollutants of concern are described below:” (emphasis added). Pages IV.H.10 through IV.H.13 of the Draft EIR provide a general summary of the following seven general categories of pollutants of concern that have the potential to affect stormwater quality: sediments; nutrients; bacteria/viruses; oil/grease; metals; organics; and pesticides. Note that within this discussion of the seven general categories of pollutants of concern under the subheading, “Metals” is the statement, “Over half of the trace metal load carried in stormwater is associated with sediments.” The Draft EIR contains the appropriate and adequate level of detail regarding the generalized characteristics of sediments to provide the public and decision-makers with sufficient information to evaluate the impact analysis and make an informed decision on the Proposed Project. Compliance with the regulatory requirements and Project Design Features set forth in the Draft EIR would ensure that potential impacts to water quality would be less than significant.

**Comment No. 22-30**

p.IV.H.1-10 Metals... are commonly found in stormwater. Many artificial surfaces contain metals, which enter stormwater as the surfaces [***worn, eroded, etc.***] corrode, flake, dissolve, etc. Over half of the trace metal load carried in stormwater is associated with sediments... Metals are of concern because some are toxic to aquatic organisms and have the potential to contaminate drinking water supplies.

***Preparer is apparently not aware of EPA studies of street runoff constituents, especially in the “first flush” through combined sewers/drains in California, which are generally attached to or within the clay-silt fraction of sediments in stormwater and generally are enter the runoff via vehicle releases - engine oils, exhaust, tire wear, etc.). Similarly the metals concerns arise in the process of biotic assimilation and chelation by which the metals may pass through the food chains in Ballona Creek and Ballona wetlands, before they get into Santa Monica Bay.***

***The DEIR is inadequate and incomplete with respect to components of “water-borne” pollutants and thereby water quality.***

p.IV.H.1-13 (3) Flood Zone Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM)... outside of the 0.2 percent annual chance of flooding (i.e., 500-year return period/frequency) and protected by a levee from a 100-year flood... not located within a 100-year flood zone... Proposed Project would not impede or re-direct flows within a 100-year flood hazard area, and further analysis of this issue is not warranted.

***Sediment IS a pollutant (e.g., turbidity, total suspended solids, and total settleable solids) in most if not all regulations, ordinances, and laws and includes a wide range of other potential pollutants if it consists of dissolvable materials (salts, carbonates, metallic-chelates, etc.)***

***No such levee is identified within the Project area or vicinity or located within the Ballona watershed and thereby cannot be assessed.***

***The DEIR is inadequate and incomplete with respect to components of “water-borne pollutants” and thereby water quality.***

### **Response to Comment No. 22-30**

Page IV.H.1-10 of the Draft EIR acknowledges that “Metals” are of concern in stormwater because some are toxic to aquatic organisms. In addition, as stated on pages IV.H.1-17 and IV.H.1-25 of the Draft EIR, source control BMPs would be used to prevent pollutants from entering into stormwater discharges, and maintenance bays, loading docks and storage areas would be designed and managed to prevent leaks or spills of pollutants (including engine oils and tire wear, etc.) from entering the storm drain system. The Commenter is also referred to Response to Comment No. 22-29 for response to the first part of the comment regarding sediments and metals. In response to the second part of the comment, reference to a levee in the Draft EIR is part of the FEMA definition of a 100-year floodplain and does not apply to the Proposed Project or Project Site. The

Project Site is located outside the 100-year floodplain without protection of any levee, and no levee is currently located or planned within the Project vicinity.

**Comment No. 22-31**

p.IV.H.1-13 Thus, to provide a more conservative analysis of the ability of storm drain infrastructure to accommodate the demand generated by the Proposed Project, the Hydrology Technical Report uses the 50-year frequency design storm event.

***As indicated by the LID ordinance, Projects should be reducing the overall stormwater generation which should in fact reduce the overall sub-basin 50-year runoff from a 50-year storm event.***

***The DEIR is inadequate and incomplete with respect to components of runoff and storm drain capacities.***

**Response to Comment No. 22-31**

While implementation of the LID Ordinance will decrease the overall sub-basin run-off volume for any storm event due to the use of infiltration and high efficiency biofiltration systems, this does not contribute to a reduction in peak stormwater flows (as measured in cubic feet per second [cfs]) for a 50-year storm event. Reduction in peak stormwater flows is not related to the containment and treatment of the first flush of stormwater run-off addressed by the LID Ordinance and BMP handbook. Specifically, infiltration systems promoted by the LID Ordinance are not designed to manage peak stormwater flow rates from a 50-year storm event. Rather, they are designed to capture and infiltrate smaller storm events as well as the “first flush” or 0.75-inch stormwater volume from a storm event. Therefore, during a 50-year storm event, this initial first flush flow and volume would be contained by infiltration BMPs, while the 50-year peak stormwater flows would by-pass the infiltration systems. The Hydrology Technical Report provided as Appendix O of the Draft EIR therefore conservatively addresses the impacts on storm drains and of peak stormwater flow values associated with a 50-year storm event. In addition, it is noted that through the provision of additional landscaped areas, the Proposed Project would serve to reduce the area of impervious surfaces and would be consistent with the LID Ordinance’s goal to reduce overall stormwater runoff.

**Comment No. 22-32**

p.IV.H.1-14 Consideration is given to Project Design Features that would minimize polluted stormwater runoff.

***No specific design “Features” are included in the DEIR, and no consideration is provided or assessed which would “minimize” polluted or unpolluted stormwater runoff. Various statements are given as to “no increase in runoff”***

***The DEIR is inadequate and incomplete with respect to components of “stormwater runoff” and thereby also water quality and any “Features”.***

**Response to Comment No. 22-32**

Please refer to Response to Comment No. 22-27 regarding the Project Design Features that will be implemented to minimize polluted stormwater runoff.

**Comment No. 22-33**

p.IV.H.1-14 Would the project: Violate any water quality standards or waste discharge requirements?

***As indicated above, the currently proposed Project Design does not include LID required approaches and provisions in a Project-Specific DEIR and thereby the statement is inadequate and incomplete as provided.***

***The DEIR is inadequate and incomplete with respect to components of runoff containment, treatment, and recharge and/or controlled discharges and their effects on water-borne pollutants/water quality and the cumulative accumulation of trapped pollutant elsewhere in the Project area..***

**Response to Comment No. 22-33**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the LID Ordinance.

**Comment No. 22-34**

p.IV.H.1-15 (2) Surface Water Quality

In the context of the above questions from Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide states that a project would normally have a significant impact on surface water quality if it would:... cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

***Sediment IS a pollutant (e.g., turbidity, total suspended solids, and total settleable solids) when dealing with “urban waters” in most if not all regulations, ordinances, and laws and includes a wide range of other potential pollutants if it consists of dissolvable materials (salts, carbonates, metallic-chelates, etc.)***

***The DEIR is Inadequate and incomplete with respect to components of “water-borne” pollutants and thereby water quality.***

#### **Response to Comment No. 22-34**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the LID Ordinance. Also refer to Response to Comment No. 22-29 regarding sediment as a pollutant.

#### **Comment No. 22-35**

p.IV.H.1-15 c. Project Design Features In compliance with NPDES and City requirements, BMPs would be implemented to address water quality... during... operation...final selection of BMPs would be completed through coordination with the City as part of the building permit process subsequent to environmental review.

***No project design features are provided for assessment City requirements include the LID Ordinance, and the DEIR does not show compliance at a Project-Specific DEIR level of design. BMPs address both total and peak water discharges and water quality and TMDL. This is the time for final selection and assessment of Project design features in a Project Specific DEIR (e.g., preliminary design) and should be completed as final/construction design only as a discretionary action supported by an adequate and complete FEIR, not conjectures as to what may happen in 1-25 years after the FEIR***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

#### **Response to Comment No. 22-35**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the LID Ordinance and level of design detail necessary in an EIR. The Proposed Project would be required to comply with project design features and with those mitigation measures that are adopted by the decision-makers at the time of approval of the Proposed Project.

**Comment No. 22-36**

p.IV.H.1-16 (2) Operation ...Project Applicants would prepare and implement SUSMP requirements throughout the operational life... SUSMP features... outline the stormwater treatment measures... required to control pollutants associated with storm events up to the 0.75-inch precipitation level, per the City's Stormwater Program... implemented... would ensure that at a minimum no increase in flows... stormwater BMPs to address water quality in stormwater runoff would be incorporated into the design of the Proposed Project... would include source control and treatment control BMPs... final list of BMPs to be completed...

***No project design features are provided for assessment. City requirements include the LID Ordinance, and the DEIR does not show compliance at a Project-Specific DEIR level of design. BMPs address both total and peak water discharges and water quality and TMDL. This is the time for final selection and assessment in a Project Specific DEIR and would be completed only as a discretionary action supported by an adequate and complete FEIR, not conjectures as to what may happen in 1-25 years after the FEIR***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

p.IV.H.1-17 Specific BMPs to be implemented... for the Proposed Project to manage post-construction stormwater run-off **[=operations]** would include, but not be limited to, the following:

***No project design features are provided for "Specific BMPs" and therefore cannot be assessed. City requirements include the LID Ordinance, and the DEIR does not show compliance at a Project-Specific DEIR level of design. Adequately designed BMPs may address both total and peak water discharges and water quality and TMDL. The DEIR is the time for final selection and assessment in a Project Specific DEIR and would be completed only as a discretionary action supported by an adequate and complete FEIR, not conjectured wish-list as to what may happen in 1-25 years after the FEIR***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

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**Response to Comment No. 22-36**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the SUSMP, the LID Ordinance, and Proposed Project BMPs.

**Comment No. 22-37**

p.IV.H.1-17 Design post-construction structural or treatment control BMPs to either treat or infiltrate stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the requirements...

***Without actual Project-Specific design elements the statement cannot be considered as anything other than conjectures and dreams rather than an objective, factual, unbiased, and complete DEIR***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

p.IV.H.1-17 – Volumetric Treatment Control BMPs would be designed to capture the volume of runoff... prior to discharging to the public storm drain system.

***Without actual Project-Specific design elements the statement cannot be considered as anything other than conjectures and dreams rather than an objective, factual, unbiased, and complete DEIR***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

p.IV.H.1-17 The Proposed Project would also comply with the LID standards... to promote the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. ***[NOT allow for discharge at runoff from <0.75in storm event]***

p.IV.H.1-17 The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater, while also reducing the quantity and intensity of stormwater flows.

p.IV.H.1-17 Through the use of various infiltration strategies, LID is aimed at minimizing impervious 18 surface area. Where infiltration is not feasible, capture and reuse BMPs or biofiltration BMPs that will store, evaporate, detain, and/or treat runoff may be used...

***Without actual Project-Specific design elements the statement cannot be considered as anything other than conjectures and dreams rather than an objective, factual, unbiased, and complete DEIR. Also, as indicated herein the focus of LID is to assure NO DISCHARGE, to the maximum extent POSSIBLE.***

***The DEIR is inadequate and incomplete with respect to Design and mitigation components of stormwater and compliance with LID and thereby water flows and water quality.***

**Response to Comment No. 22-37**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the LID Ordinance and Proposed Project BMPs.

**Comment No. 22-38**

p.IV.H.1-19 In addition, as the majority of pollutants of concern for stormwater runoff are captured and filtered out by soils, except for nitrates often used in landscaping fertilizers, both Project Applicants would control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.

***Selection of native plants does not directly control the use of fertilizers (including nitrate, phosphorus and potassium, hence NPK, while as an operational activity use of fertilizer is not subject to any direct controls and represents conjectures and hopes and cannot be assessed no matter how many times repeatedly stated.***

***Such discussions also avoid the related LID requirements which focus on the "natural" soil and bioswale treatment of runoff before infiltration.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

**Response to Comment No. 22-38**

With respect to the comment regarding use of nitrogen-based fertilizers, note that the use of native plants does help to minimize use of fertilizers, pesticides and water, as native plants are more adaptable to their native environment and thus have less of a need

for fertilizers, pesticides, and water.<sup>25</sup> In addition, Project Design Feature H.1-3 would be implemented and monitored through the Mitigation Monitoring and Reporting Program (MMRP) that would be adopted for the Proposed Project.

With respect to the comment regarding bioswales, note that page IV.H.1-26 of Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR discusses biofiltration and states, “The additional landscape areas provided by the Proposed Project would allow for more opportunities to direct stormwater to flow through the planting media where pollutants are filtered, absorbed, and biodegraded by the soil and plants, prior to infiltrating to the ground below.” Page IV.H.1-27 of the Draft EIR provides Table IV.H.1-4, which includes vegetated swales and biostrips as BMPs, and the text following Table IV.H.1-4 states that implementation of source control and treatment BMPs described in Table IV.H.1-4 would be included as part of the SUSMP requirements. Also refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the LID Ordinance.

**Comment No. 22-39**

p.IV.H.1-20 d. Project Impacts (1) Hydrology (b) Operations ...94 percent of the Project Site footprint currently comprises impervious surfaces... Project would... reduce the area of impervious surfaces from 94 percent to 93 percent.

***Such discussions directly avoid the related LID requirements which reduces impervious surface, e.g., permeable pavement, sidewalks and patios and collection and diversion of runoff to “natural” soil and bioswale treatment of runoff before infiltration.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-20 the comparison between existing and proposed conditions shows that the Proposed Project would not result in an incremental increase in stormwater runoff flows and therefore would not adversely impact the existing storm drain system... additional landscaped areas... would allow for more opportunities to direct stormwater to flow through the planting media, thereby reducing the amount of runoff flows.

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<sup>25</sup> California Native Plant Society. *Benefits of Native Plants.* Website [www.cnps.org/cnps/grownative/benefits.php](http://www.cnps.org/cnps/grownative/benefits.php); accessed August 14, 2012.

***Such discussions directly avoid the related LID requirements which reduces impervious surface, e.g., permeable pavement, sidewalks and patios and collection and diversion of runoff to “natural” soil and bioswale treatment of runoff before infiltration.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-20 ...BMPs would be implemented to ensure that at a minimum, no increase in flows from existing conditions would result... peak flow rates are unchanged... detention facilities are not required for hydrologic purposes.

***No BMPs are specifically mentioned or included as Project Design elements/ components and therefore the statement is conjecture at best.***

***Such discussions directly avoid the related LID requirements which reduces impervious surface, e.g., permeable pavement, sidewalks and patios and collection and diversion of runoff to “natural” soil and bioswale treatment of runoff before infiltration. Therefore if designs were provided the statement could be assessed. Detention/retention facilities are included in LID and infiltration facilities reduce the total flows, although overall application across the entire Project Area would reduce downstream total flow and perhaps peak flows for design storm events.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-20...Project would not result in on or off-site flooding... not substantially reduce or increase the amount of surface water in a water body... not result in a permanent adverse change to the movement of surface water...

***Such discussions directly avoid the related LID requirements which may use “local flooding” in bioswales to reduce runoff flows and increase treatment and infiltration. Depending on the approach of “adverse” LID is specific focused on reducing downstream runoff flows which some may say are beneficial to portions of the Ballona watershed;***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-20 Based on the above, potential impacts to surface water hydrology during Proposed Project operation would be less than significant.

***As the entire section does not comply with the LID ordinance and is largely conjectures and speculations as to what may happen over the next 25 years, this statement is not supported by evidence and is seriously inadequate and incomplete with respect to compliance with LIDs and with respect to a Project Specific DEIR. No such assessment can be made based on the presented information.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-20 (2) Surface Water Quality (b) Operations The additional landscape areas provided by the Proposed Project would allow for more opportunities to direct stormwater to flow through the planting media... prior to infiltrating to the ground below.

***No Project Specific design elements or components are provided to support the statement with regard to infiltration, e.g., no galleries, trenches, caisson, wells are provided.***

***The DEIR is inadequate and incomplete with respect to components of “water-borne” pollutants and thereby water quality.***

p.IV.H.1-20... operation...would not result in discharges that would cause regulatory standards to be violated in Ballona Creek... anticipated to result in improved water quality due to the BMPs to be implemented... operational impacts on surface water quality would be less than significant.

***As the entire section does not comply with the LID ordinance and BMPs are largely conjectures and speculations as to what may happen over the next 25 years, this statement is not supported by evidence and is seriously inadequate and incomplete with respect to compliance with LIDs and with respect to a Project Specific DEIR. No such assessment can be made based on the presented information.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

**Response to Comment No. 22-39**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the LID Ordinance. Refer also to Response to Comment No. 22-38 regarding bioswales.

**Comment No. 22-40**

p.IV.H.1-26 4. Cumulative Impacts... cumulative impact analysis... is the Ballona Creek watershed.

***No evidence in the entire section is provided regarding the amount and character of flows through the drains to Ballona Creek is provided, and any assessment for Ballona Creek is largely conjectures and speculations as to what may happen over the next 25 years.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-26... Project in conjunction with forecasted 2017 growth in the Ballona Creek watershed... would cumulatively increase stormwater runoff flows potentially resulting in cumulative impacts to surface water hydrology.

***No reference is given for the forecasted 2017 growth while SCAG has provided forecasts 2012-2035 as part of the Regional Transportation Plan and associated land uses. No estimates of flows or quality implications are provided the effects of a full implementation of LID for the L.A. City portions of the basin. No evidence in the entire section is provided regarding the amount and character of flows through the drains to Ballona Creek is provided, and any assessment for Ballona Creek is largely conjectures and speculations as to what may happen over the next 25 years.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-27... in an already highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional surface water quality... with compliance with all applicable laws, rules, and regulations, cumulative impacts on surface water hydrology and surface water quality would be less than significant.

***No reference is given for the forecasted urbanization and their effects. No estimates of flows or quality implications are provided the effects of a full implementation of***

***LID for the L.A. City portions of the basin. No evidence in the entire section is provided regarding the amount and character of flows through the drains to Ballona Creek is provided, and any assessment for Ballona Creek is largely conjectures and speculations as to what may happen over the next 25 years. The overall implementation would be presumed to create significant beneficial effects on flow and water quality aspects of Ballona Creek and can be easily modeled for assessment.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

### **Response to Comment No. 22-40**

Please refer to Response to Comment Nos. 22-27 and 22-28 regarding the Proposed Project's compliance with the requirements of the LID Ordinance and Ballona Creek. In addition, as LID strategies are enforced throughout the City of Los Angeles, the first flush (which is known to carry the majority of the pollutant load)<sup>26</sup> would be increasingly captured and infiltrated, reused, or filtered throughout the watershed basin resulting in an improvement in the quality of runoff directed to Ballona Creek. The Proposed Project, along with other future growth from projects implementing infiltration as a means of LID compliance within the basin would also contribute to an overall reduction in the volume of stormwater flowing to Ballona Creek.

Forecasted growth refers to future growth expected by SCAG. Forecasted 2017 growth is referenced since 2017 is the buildout year for the Proposed Project.

### **Comment No. 22-41**

p.IV.H.1-27 5. Project Design Features and Mitigation Measures a. Project Design Features Project Design Feature H.1-2: Prior to issuance of a B-Permit or building permit, the Project Applicants shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan... shall include... e.g., infiltration systems, biofiltration, structural treatment systems) and [shall] demonstrate compliance with Low Impact Development Ordinance requirements...

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<sup>26</sup> California Department of Transportation. First Flush Study. Website [www.dot.ca.gov/hq/env/stormwater/ongoing/first\\_flush/index.htm](http://www.dot.ca.gov/hq/env/stormwater/ongoing/first_flush/index.htm); accessed August 14, 2012.

***As the entire section does not comply with the LID ordinance and BMPs are largely conjectures and speculations as to what may happen over the next 25 years, this statement is not supported by evidence and is seriously inadequate and incomplete with respect to compliance with LIDs and with respect to a Project Specific DEIR. No such assessment can be made based on the presented information.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-28 Project Design Feature H.1-3: The Project Applicants shall control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.

***Selection of native plants does not directly control the use of fertilizers (including nitrate, phosphorus and potassium, hence NPK while as an operational activity use of fertilizer is not subject to any direct controls and represents conjectures and hopes and cannot be assessed no matter how many times repeatedly stated.***

***Such discussions also avoid the related LID requirements which focus on the “natural” soil and bioswale treatment of runoff before infiltration.***

***The DEIR is inadequate and incomplete with respect to components of compliance, water-flows, water-borne pollutants, and thereby water quality.***

p.IV.H.1-28 b. Mitigation Measures With compliance with regulatory requirements and implementation of the project design features described above. Project-level impacts... would be less than significant...cumulative impacts...hydrology and... quality would be less than significant. ... no mitigation measures would be required.

***As indicated above, the Project Specific design elements and components do not comply with LID Ordinance and does not provide any Project Specific “design features” which could be assessed. Furthermore, mitigation measures cannot incorporate requirements to comply with existing regulations as impacts are considered only those effects which may arise even after meeting all statutory requirements.***

***The DEIR is inadequate and incomplete with respect to components of “water-borne pollutants and thereby water quality.***



***The DEIR is inadequate and incomplete with respect to specific Project components which are committed and documented to be within the Project and at levels of specificity commensurate with a Project-Specific DEIR.***

**Response to Comment No. 22-42**

The comment does not provide examples or specifics of how or why the Commenter believes the Draft EIR is inadequate and incomplete with respect to specific Project components. As stated on page II-12, Section II, Project Description, of the Draft EIR, “Proposed Project development would occur in accordance with the proposed Specific Plan that would establish development standards, including, but not limited to, the amount of development permitted, permitted uses, building height, massing, streetscape, pedestrian and vehicular access, open space, parking, lighting, and public art. Although the proposed Specific Plan encompasses the entire Project Site, its primary focus would be the regulation of the proposed new buildings and features, as well as transportation and parking.” Page II-47, Project Description, of the Draft EIR states regarding the proposed Specific Plan, “The proposed Convention and Event Center Specific Plan would be a comprehensive planning and regulatory tool that would address the existing development of the Project Site and would guide future development. The proposed Specific Plan establishes permitted uses and development regulations for the various subareas, including maximum floor area and building heights and establishing regulations for parking, lighting and signage.”

The Project Description in the Draft EIR, in conjunction with the proposed Specific Plan, sets forth a detailed Development Program with specific proposed square footages and uses for the proposed buildings which are analyzed in the Draft EIR. Detailed information regarding all aspects of the Proposed Project is presented in the Draft EIR and the proposed Specific Plan which allows for the identification of the Proposed Project’s environmental impacts and mitigates those impacts in a manner that exceeds the requirements set forth in the CEQA Guidelines. As such, the Draft EIR is sufficient and adequate to serve as the environmental clearance under CEQA with regard to all City permits and actions as well as all State, regional actions as well as all other discretionary and ministerial approvals that are required to construct and implement the Proposed Project. As such, the EIR is considered adequate and complete with regard to compliance with the requirements of CEQA and therefore provides the decision-makers with the information necessary to make an informed decision on the potential environmental impacts of the Proposed Project.

**Comment No. 22-43**

p.HTR-3 *Low Impact Development* The City of Los Angeles Bureau of Sanitation, Watershed Protection Division would adopt the Low Impact Development (LID) standards

as issued by the Los Angeles Regional Water Quality Control Board and the City of Los Angeles Department of Public Works. The City of Los Angeles LID Ordinance will conform to the regulations outlined in the NPDES Permit and SUSMP.

***The City of Los Angeles has ordinances regarding the specific requirements and standards for commercial and multi-family residential uses which the proposed Project has not provided for in the Project Design, such as collection, detention, treatment, infiltration/recharge, etc. with specific facilities which can be assessed as part of this DEIR.***

***The DEIR is inadequate and incomplete with respect to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements.***

p.HTR-3 LID is a stormwater management strategy... 1. Infiltration Systems  
2. Stormwater Capture and Use 3. High Efficiency Biofiltration/Bioretenion Systems  
4. Combination of Any of the Above... Require the use of LID standards and practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff; Reduce stormwater/urban runoff while improving water quality; Promote rainwater harvesting; Reduce offsite runoff and provide increased groundwater recharge;

***The DEIR is inadequate and incomplete with respect to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements.***

p.HTR-11 Because the Proposed Project **peak flow rates are unchanged... no detention facilities are required for hydrologic purposes**... Proposed Project impacts related to storm water infrastructure improvements would be less than significant.

***The DEIR is inadequate and incomplete with respect to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements.***

p.HTR-11 **Even though there is a negligible decrease in peak flow rate**... Project Applicant would prepare and implement SUSMP and LID requirements **throughout the operational life** of the Proposed Project. The SUSMP requirements for the Project Site would outline the stormwater treatment measures or post-construction BMPs required to control pollutants associated with storm events up to the 0.75-inch precipitation level, per the City's Stormwater Program. The BMPs to be implemented with the Proposed Project would ensure that at a minimum no increase in flows would result with the Proposed Project. Therefore, as the Proposed Project would not impact the existing storm drain

system serving the Project Site and as runoff would continue to follow the same discharge paths and drain to the same storm drains, potential impacts to hydrology would be less than significant.

***The City of Los Angeles LID requirements do not depend upon a greater flow trigger but is area triggered and requires runoff reduction to the maximum extent possible for the 0.75in rainfall event.***

***The DEIR appendices, analysis, and summary are inadequate and incomplete with respect to all specific components of stormwater management package designed for this specific Project and specifically to achieve compliance with current statutory requirements.***

#### **Response to Comment No. 22-43**

Please refer to Response to Comment No. 22-27 regarding compliance with the Low Impact Development Ordinance and SUSMP requirements.

#### **Comment No. 22-44**

p.WQR-14 **Appendix P** Convention and Event Center Project Surface Water Quality System Technical Report (WQR) LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater...goal(s)”,[are] to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows... aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, **detain**, and/or treat runoff may be used.

p.WQR-18 **4.0 PROJECT DESIGN FEATURES** The Project’s stormwater management features will focus on meeting or exceeding the goals of the General Permit, as well as, SUSMP and LID.

***Although the promotions, goals, aims, and uses are mentioned, the DEIR, Project Description (Design Features), analysis, and appendices do not provide any Project-Specific design elements or components for review of the compliance of the Project with the LID Ordinance.***

***Therefore the focus of compliance cannot be assessed at a Project Specific DEIR level of specificity.***

***The DEIR is inadequate and incomplete with respect to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements.***

**Response to Comment No. 22-44**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the SUSMP and LID Ordinance.

**Comment No. 22-45**

p.HTRp.H.1-24 Anticipated and potential pollutants for the Proposed Project’s various land uses are presented in Table IV.H.1-3 on page IV.H.1-25. The Proposed Project falls into the following categories that are subject to NPDES SUSMP requirements:

p. IV.H.1-25 Table IV.H.1-3 Anticipated and Potential Pollutants Generated by On-Site Land Uses (=Apdx P, p.22 Table 1)

	Pathogens	Metals	Nutrients	Pesticides	Sediments	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Oil & Grease
Comm./Indust. Development	P	--	P	P	P	P	A	P	A
Restaurants	A	--	--	--	--	--	A	A	A
Parking Lots		A	P	P	--	P	A	P	A
Streets, Highways, Freeways		A	P		A	A	A	P	A

***The DEIR and Appendix table(s) as summarized above are totally inadequate and incomplete with respect to all specific components of stormwater. The Appendix and DEIR do not provide references/citations for the table(s) and thereby the consultant has provided an undocumented and unsupported summarization of questionable or no value.***

***Virtually all pathogens, pesticides, Oxygen Demanding Compounds (BOD and/or COD), Oil and Grease are organic compounds and should have consistent values.***

***Pathogens from pets, rats, mice, and birds, arthropods, especially associated with planted and treed areas around parking and streets.***

***Oil and Grease and Pathogens form oxygen demanding compounds in sunlight and associated with dust, soot, and clay.***

***All oil and grease are Organic Compounds, therefore OC should have all A-s and all ODC should have same classifications - therefore ODC should have all A-s.***

***Pesticides will be used in restaurants and their refuse storage and in landscaped areas.***

***Sediment (silt, clay, soot, and pulverized trash and debris) in dense developed urban areas are commonly resuspended by traffic and winds.***

***If commercial/industrial uses can generate nutrients then similar materials could be generated in restaurant uses.***

***Overall, the DEIR Analysis, Appendix P/Table 1 and Summary are inadequate and incomplete with respect to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements. Similarly the entire table is vague and arbitrary in designations and presence. Remove the whole table and any references thereto.***

#### **Response to Comment No. 22-45**

Data for Table 1, Surface Water Quality System Technical Report, provided as Appendix P of the Draft EIR, was obtained from the 2003 California Stormwater Quality Association (CASQA) Stormwater Best Management Practice Handbook for New Development and Redevelopment, Section 2.3.3, Evaluate Pollutants of Concern and Table 2-1 on page 2-7,<sup>27</sup> and modified as shown in Table IV.H.1-3 of the Draft EIR to include only those project categories that apply to the Proposed Project. Therefore, while the Table identifies the pollutants for each use as either “potential” or “anticipated,” the pollutants included (pathogens, metals, nutrients, pesticides, sediments, organic compounds, trash and debris, oxygen demanding substances, and oil and grease) are all pollutants of concern based on Proposed Project uses. In addition, as infiltration is proposed as the primary BMP for post construction stormwater mitigation, these pollutants will be mitigated to the greatest extent practicable since infiltration in concert with pre-treatment and biofiltration systems has a high efficiency of treatment for each of the listed pollutants of concern.

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<sup>27</sup> California Stormwater Quality Association. Stormwater Best Management Practice Handbook for New Development and Redevelopment. 2003. Website [www.cabmphandbooks.com/documents/Development/DevelopmentHandbook.pdf](http://www.cabmphandbooks.com/documents/Development/DevelopmentHandbook.pdf); accessed August 14, 2012.

**Comment No. 22-46**

p.IV.J.1-1 This section is based on information provided by the LAPD Counter-Terrorism and Special Operations Bureau and Operations-Central Bureau (refer to Appendix U of this Draft EIR).

p.IV.J.1-8 -- **Prediction, planning and mitigation efforts of scenario specific impacts to the Los Angeles region** (e.g.,... terrorism,... ); and

p.IV.J.1-14 (f) *Terrorist Attack Response* ...critical infrastructure and key resources (CI/KR)... protection program would be facilitated through initial early design planning, prior to the beginning of actual construction... technologies, systems and programs put into... the Proposed Project would also assist in mitigating... impact caused by... other event... well thought out pre-incident prevention planning would assist in expediting recovery... return to normalcy, and [in] lessen the long-term financial impact caused by a terrorist incident. Measures would include...

p.IV.J.1-15 For Spectator Events, utilize... screening technology that includes protocols and procedures developed... screening system would include appropriate and sufficient queuing areas allowing for smooth, timely and safe entry into the applicable venue.

p.IV.J.1-15 (g) *Unified Emergency Response and Documentation*. Additional ongoing training programs will be developed with a specific focus on the California Large Stadium Initiative (CA-LSI), emergency response, evacuation, hazardous devices, Access and Functional Needs population, *active terrorist attack response*...

p.IV.J.1-Footnotes 6-Operation Archangel... developed by LAPD to identify and protect critical infrastructure and key resources... defend likely targets against catastrophic terrorist attacks.

7 ...ACAMS is a secure interoperable web-based system to manage critical asset information.

8 ...Large Stadium Initiative (CA-LSI)... focused on the specific stadium properties and specific events that rose to high profile status... evolved into a multi-event, multi-venue program... all hazards approach to public safety.

p.IV.J.1-18 Based on LAPD's review of the Proposed Project plans and programs, specific issues related to police protection that are addressed herein include crime, crowd management, traffic flow, communication and command operations, natural disasters, and the potential for terrorist attacks.

***The referenced appendix only provides general response to vague and inadequate questions rather than description of actual facilities and operations. Reference to a “Command Center” or “Screening” is not followed up as physical facilities within the Project design features or the “Project Description” of a “Project Specific EIR”. We recognize that a major issue is the “Soft Target” character of the project and public activities therein is sensitive and cannot be fully reported in public documents because of security concerns..***

***The Project Description must include all external and physical facilities suitable for protection for***

***Crowds and Soft Attacks - individuals with guns and grenades***

***Crowds and Smart Attacks - individuals with anthrax aerosols and dirty explosives***

***Crowds and Coordinated attacks - Egress Crowds on streets and transit stops***

***Attacks/IEDs on Emergency Response Teams (limited access)***

***The DEIR is inadequate and incomplete with respect to Project Description and Terrorism/Soft Target implications, and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

p.IV.J.1-21 (e) *Terrorist Attack Response ...critical infrastructure and key resources (CI/KR)... are defined as the assets, systems, and networks, whether physical or virtual... would be classified as a Mass Gathering Venue/soft target. Local, state, and federal law enforcement agencies have indicated that soft targets are a priority for terrorists determined to inflict damage within the United States. Soft targets are generally not subject to the same special protection that other sectors... successful attack upon a soft target can cause many human injuries and fatalities, cause fear and panic in the public with an associated financial impact.*

p. IV.J.1-21 Prevention of a terrorist attack is a combination of multiple proactive systems and programs... must be done through an All Hazards approach, and... awareness of all terrorist attack... 22...strategies and trends worldwide... essential to achieve a fully integrated terrorism prevention program at the Project Site... can only be accomplished through shared responsibility in the design and operation of the Project venue, a thorough assessment of its supporting infrastructure, identification and installation of state-of-the-art command and control strategies and security technology...

p.IV.J.1-22 ...CSP would include features to address potential terrorist threats... early design planning prior to the beginning of actual construction, development of a Unified Field Command Center, identification of secure staging areas for responders, and screening... and associated project design feature, impacts... resulting from prevention and response to terrorist threats would be reduced to a less than significant level.

***The referenced appendix only provides general response to vague and inadequate questions rather than description of actual facilities and operations. Reference to a “Command Center” or “Screening” is not followed up as physical facilities within the Project design features or the “Project Description” of a “Project Specific EIR”. We recognize that a major issue is the “Soft Target” character of the project and public activities therein is sensitive and cannot be fully reported in public documents because of security concerns..***

***The Project Description must include all external and physical facilities suitable for protection for***

***Crowds and Soft Attacks - individuals with guns and grenades***

***Crowds and Smart Attacks - individuals with anthrax aerosols and dirty explosives***

***Crowds/Coordinated attacks - Egress Crowds on streets and transit stops beyond Project controls***

***Attacks/IEDs on Emergency Response Teams (limited arterial access)***

***The DEIR is inadequate and incomplete with respect to Project Description and Terrorism/Soft Target implications, and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-46**

As described on page IV.J.1-13 of Section IV.J.1, Public Services—Police, of the Draft EIR, the Proposed Project would “Establish an approximate 2,000-square-foot dedicated Unified Field Command Center for management and control of a unified command during large special events. From this Center, both Applicants and affected agencies including LAPD, LADOT, Metro, LAFD, Caltrans, CHP, LAEMD, and Federal Bureau of Investigation (FBI), would be able to monitor pedestrian, transit, and vehicle traffic and other events as they unfold, and make coordinated and united decisions. The establishment of an integrated command area would provide for an environment to facilitate successful collaboration of these entities and have an overall cost savings to

LAPD and the City. The Unified Field Command Center would include the following components: monitors for the various agencies, voice and data connectivity, flexible workspace furniture, two to three breakout/meeting rooms, and restrooms. It would be designed to supplement or augment the existing camera center located within STAPLES Center, and the existing operations and management centers of each of the agencies.” Thus, a sufficient description of the Unified Field Command Center is provided in the Draft EIR.

With regard to screening, as described on page IV.J.1-15 of Section IV.J.1, Public Services—Police, of the Draft EIR, as part of the CSP, for Spectator Events, the Proposed Project would “utilize state of the art screening technology that includes protocols and procedures developed in consultation with the Integrated Facility Design Team described above. Similar to current procedures in place at STAPLES Center, the screening system would include appropriate and sufficient queuing areas allowing for smooth, timely and safe entry into the applicable venue.” Thus, a sufficient description of screening is also provided in the Draft EIR.

Section IV.J.1, Public Services—Police, also provides a description of the features of the Proposed Project to be implemented to address crowds, attacks, and emergency response.

Thus, the Draft EIR is adequate with regard to terrorism and soft target implications.

#### **Comment No. 22-47**

p.IV.J.2-1 The analysis addresses the Proposed Project’s impacts relative to service capacity, fire flow requirements, emergency response times, emergency access, and fire safety equipment.

***As Project-Specific facilities are excluded from the Project Design features or elements, assessments of impacts on Public Services - Fire Protection cannot be adequate nor complete.***

***Current evaluations of LAFD response times have question virtually all response times, services, and readiness. Some stations are reported as operational as they have equipment but they have no staff. Responses in the related appendix cannot be trusted as the entire fire protection systems are under questions in May.***

***Although references are made to the potential need of an onsite emergency or fire suppression facilities and perhaps even high pressure fire hydrants, Project features***

**do not include Project specific facilities for fire suppression and emergency responses.**

**The DEIR is inadequate and incomplete with respect to Project Description and Terrorism/Soft Target implications, and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.**

p.IV.J.2-1 (1) LAFD Fire Protection Facilities Serving the Project Site ...closest Fire Station to the Project Site is Fire Station No. 10... houses 14 firefighters, including two basic life support emergency medical technicians and three fighter paramedics... Fire Station No. 10 is currently operating beyond full capacity.

As shown in Table IV.J.2-2, above, average response times to emergency medical services incidents within their first-in district for...

Fire Station No. 9... 2011 were 3 minutes 53 seconds... currently operating at full capacity.

Fire Station No. 3... 4 minutes 55 seconds... currently operating at full capacity.

Fire Station No. 11... 3 minutes 56 seconds... currently operating at full capacity.

Fire Station No. 10... 4 minutes 21 seconds... currently operating at full capacity.

p.IV.P.2-7 The LAFD... may continue to evolve The Deployment Plan to ensure the best possible coverage to the public... stations have been kept open and... maintains a minimum of one fire suppression resource and one paramedic unit, response times will not change.

**New media reports can suspicion regarding stated response times overall and therefore on these specific responses; furthermore the annual records include a period of transition between two difference operational plans**

**The referenced appendix only provides general response to vague and inadequate questions rather than description of actual facilities and operations.**

**No specifics are presented for additional fire water storage and pumping facilities with independent power supplies.**

**The DEIR is inadequate and incomplete with respect to Project Description and major fire disasters and the needs for emergency medical services for terrorist**

***implications, and absences of information cannot be used to assess absence of effects or impacts. The DEIR and supporting information should be considered as inadequate and incomplete.***

#### **Response to Comment No. 22-47**

The response time data presented in Section IV.J.2, Public Services—Fire Protection, of the Draft EIR was provided by the City of Los Angeles Fire Department (City Fire Department) and verified as accurate by the City Fire Department during June 2012, after the time period referenced in the comment. As such, the data presented in the Draft EIR represents the best available information with regard to fire station response times for the fire stations located in the Project area.

Project Design Feature J.2-2 requires that fire suppression equipment specific to Project construction be maintained on the construction sites in accordance with OSHA and Fire Code requirements. Per Project Design Feature J.2-5, a plot plan is required to be submitted to the LAFD for approval prior to approval of the first building permit. The plot plan shall include, but is not limited to, the location and sizes of all fire hydrants. An additional seven project design features are set forth in Section IV.J.2, Public Services—Fire Protection, of the Draft EIR, all of which are focused on the provision of on-site emergency and fire suppression facilities. The implementation of all project design features would occur in accordance with the provisions of the Proposed Project's mitigation monitoring and reporting program. Further, the use of prescriptive mitigation measures (and project design features), such as those objected to by the Commenter, are permitted by the CEQA Guidelines, as long as there is certainty that the impacts disclosed in the EIR would not be exceeded, which is the case with the Proposed Project.

Pages IV.J.1-21 and IV.J.1-22 of Section IV.J.1, Public Services—Police Protection, of the Draft EIR analyzes potential issues related to potential acts of terrorism occurring at the Project Site. Potential impacts with regard to this issue would be reduced to less than significant levels via implementation of the Proposed Project's Comprehensive Security Plan (see Project Design Feature J.1-1 on page I-129 of the Draft EIR).

The Proposed Project's fire flow requirements are analyzed on page IV.J.2-15 of Section IV.J.2, Public Services—Fire Protection, of the Draft EIR. As concluded therein, with the construction of the required water infrastructure improvements set forth in Section IV.K.1, Utilities—Water, of the Draft EIR, impacts with regard to fire flow would be reduced to a less than significant level.

The analyses and project design features set forth in the Draft EIR, as described above, constitute a complete and adequate analysis of the issues raised in this comment in accordance with all CEQA requirements.

### **Comment No. 22-48**

p,IV.L-1 IV.L, Environmental Hazards. ...addresses hazardous materials issues and is based upon the *Phase I Environmental Site Assessment*... included as Technical Appendix AA to this Draft EIR.

***This section focuses only on hazardous materials and wastes and related hazards to contractors and operational stakeholders which inadequately and incompletely assesses “Environmental Hazards”. Unlike other DEIRs in L.A. City, this DEIR and this section separate some environmental hazards from those that are generated by human activities, while Police Services (p.IV.J.1-8) includes both environmental and human hazards under: “Prediction, planning and mitigation efforts of scenario specific impacts to the Los Angeles region (e.g., earthquake, tsunami, wildfires, floods, landslide, severe weather, chemical-biological-radiological-nuclear-explosive (CBRNE) incidents, terrorism, pandemic illness and civil unrest).***

***The section does not consider nor even recognize the presence of the underlying operating oil field or a record in 2006 of a surface blowout in drains, basements, and streets attributed by the City Attorney to the field operations and operator.***

***The DEIR Analysis, Appendix zAA-16+17, and Summary are inadequate and incomplete with respect to important specific components of hazards and hazardous materials (e.g., oil field and blowouts).***

### **Response to Comment No. 22-48**

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site’s location above the Downtown Oil Field, the previously abandoned and capped oil well within the Project Site and the lack of any DOGGR records regarding a surface blowout from this or any other oil well in the vicinity of the Project Site.

Preparation of Section IV.L, Environmental Hazards, of the Draft EIR was conducted in accordance with Appendix G of the CEQA Guidelines, as well as the City of Los Angeles CEQA Thresholds Guide. Specifically, as provided by Appendix G of the CEQA Guidelines, as well as the City of Los Angeles CEQA Thresholds Guide, Section IV.L, Environmental Hazards, of the Draft EIR addresses the potential for the Proposed Project to create a significant hazard to the public or the environment through the routine transport,

use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In addition, in accordance with CEQA Guidelines, Section IV.L, Environmental Hazards, of the Draft EIR further addresses potential impacts associated with the Project Site located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the Proposed Project's potential to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Potential hazards and hazardous materials impacts related to the handling and emissions of hazardous or acutely hazardous materials within 0.25 mile of an existing or proposed school, or those associated with potential safety hazards for people residing or working near an area within an airport land use plan or in the vicinity of an airport, and potential hazards from wildland fires were screened out from further analysis in the Draft EIR as part of preparation of the Initial Study for the Proposed Project. Specifically, the Project Site is not located within 0.25 mile of any existing schools or schools that are known to be planned. In addition, the Project Site is not located within 2 miles of an airport, within an airport planning area, or in the vicinity of a private airstrip. Furthermore, the Project Site is not located near wildlands or other vegetated natural open areas.

Additionally, it is noted that Section IV.J.1, Public Services—Police Protection, of the Draft EIR analyzes potential impacts on Los Angeles Police Department (LAPD) facilities and staffing resources that currently serve the Project Site and the ability of the LAPD to provide adequate police protection services to the Proposed Project. This section does not discuss environmental impacts associated with the potential for earthquakes, tsunami, wild fires, floods, landslide or severe weather. Rather, this section provides an analysis of the potential impacts to LAPD police protection services in the event of such natural disasters. In accordance with Appendix G of the CEQA Guidelines, as well as the City of Los Angeles CEQA Thresholds Guide, potential impacts associated with such environmental hazards are discussed in Section IV.G, Geology and Soils, of the Draft EIR. Specifically, Section IV.G, Geology and Soils, of the Draft EIR addresses potential impacts associated with surface fault rupture, seismicity and ground shaking, liquefaction, settlement, slope stability, expansive and corrosive soils, tsunamis, inundation, seiches, flooding, subsidence, sedimentation and erosion, and landform alteration.

Based on the above, in accordance with CEQA, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential environmental impacts associated with geology and soils hazards as well as potential hazards related to hazardous materials. Refer to Section IV.G, Geology and Soils, of the Draft EIR regarding the evaluation of geology and soils impacts associated with the Proposed Project. Also refer to Section IV.L, Environmental Hazards, of the Draft EIR for an analysis of potential impacts associated with oil and gas resources.

**Comment No. 22-49**

p.IV.L-1 Hazardous materials... may: (1) cause or contribute to an increase in mortality or serious illness; or (2) pose a substantial present or potential harm to human health or the environment when improperly handled, used, transported, stored or disposed.

***The section does not consider nor even recognize the presence of the underlying operating oil field or a record in 2006 of a surface blowout in drains, basements, and streets attributed by the City Attorney to the field operations and operator.***

***The DEIR Analysis, Appendix zAA-16+17, and Summary are inadequate and incomplete with respect to important specific components of hazards and hazardous materials (e.g., oil field and blowouts).***

p.IV.L-1 This section addresses the following environmental safety issues: Hazardous Materials Use, Storage, and Management... and conditions relative to portions of the Project Site being located within a City-designated Methane Zone.

***The section does recognize the Methane Zone delineation but fails to be aware or acknowledge the basis of the Zone vs a Buffer and does not recognize the presence of the underlying operating oil field or a record in 2006 of a surface blowout in drains, basements, and streets attributed by the City Attorney to the field operations and operator.***

***This section does not provide any information or evidence regarding the “conditions” relative to the Methane Zone.***

***This section also distinguishes Environmental Hazards and Environmental Safety without defining any differences of the two terms.***

***The DEIR Analysis, Appendix zAA-16+17, and Summary are inadequate and incomplete with respect to important specific components of Methane hazards and other related hazardous materials (e.g., oil field and blowouts).***

**Response to Comment No. 22-49**

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site's location above the Downtown Oil Field and within a City-designated Methane Zone, as well as the lack of any DOGGR records regarding surface blowout from oil wells in the vicinity of the Project Site.

As discussed on page IV.L-19 in Section IV.L, Environmental Hazards, of the Draft EIR, the City of Los Angeles has established methane zones, which indicate a high risk for methane exposure, and methane buffer zones, which indicate a lower risk for methane exposure. The Project Site has been determined to be within the City-designated Methane Zone. As described on page IV.L-19 in Section IV.L, Environmental Hazards, of the Draft EIR, given that the Project Site was identified to be located within a Methane Zone, the performance of site-specific methane soil gas testing in compliance with the City of Los Angeles Department of Building and Safety Methane Mitigation Standards will be required. In addition, as described further in Response to Comment No. 22-18, the project design features and mitigation measures included in the Draft EIR provide that geophysical surveys, soil gas surveys, and soil assessments be conducted prior to initiation of Project construction activities. Specifically, as part of Mitigation Measure L-10, site testing of subsurface geological formations shall be conducted in accordance with the City's Methane Mitigation Standards. Based on the result of subsurface investigations, specific methane mitigation procedures will be designed in accordance with Los Angeles Methane Seepage Regulations.

With regard to the comment that the Draft EIR did not provide any information or evidence regarding the "conditions" relative to the Methane Zone, the Draft EIR describes the Project Site as being within the Methane Zone and the regulations that govern the Project Site due to its location within the Methane Zone. As discussed in Response to Comment Nos. 6-5 and 22-10, mitigation measures have been included that address potential impacts associated with methane and include requirements for subsurface testing.

As provided by Section IV.L, Environmental Hazards, of the Draft EIR, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with potential environmental hazards that may be present at the Project Site.

The term "environmental safety" was used in error in Section IV.L, Environmental Hazards, of the Draft EIR. The correct term is "environmental hazards." Please refer to Section II, Correction and Additions, of this Final EIR for the revised text.

#### **Comment No. 22-50**

p.IV.L-1 See Section IV.H, Water Resources, for other related environmental safety issues such as surface water and groundwater quality.

***The section's reference to water resources and surface water appear spurious and either irrelevant or inadequate without specificity and especially as no reference is***

***given for the Police Services section consideration to floods and other natural hazards and disasters.***

***The DEIR Analysis and Summary are inadequate and incomplete with respect to important specific components of flooding and groundwater quality.***

**Response to Comment No. 22-50**

The analysis of police services does consider floods and other disasters. Refer to Subsection (f) Natural Disasters, Special Events and Unified Emergency Response commencing on page IV.J.1-22 of Section IV.J.1, Public Services—Police, of the Draft EIR. The analyses of flooding and groundwater within Sections IV.H.1, Water Resources—Hydrology and Surface water Quality, and IV.H.2, Water Resources—Groundwater, of the Draft EIR, have been prepared in accordance with the guidelines and thresholds set forth in the L.A. CEQA Thresholds Guide and are based on technical reports prepared by technical experts. These analyses are complete and adequate.

**Comment No. 22-51**

p.IV.L-5 Prior to the development of the existing West Hall, the Project Site was developed with one (1) oil well... The California Department of Oil, Gas and Geothermal Resources (DOGGR) was contacted regarding the exact depth of the plug and the age of the well. However, the DOGGR records are unavailable for review,... information provided on the DOGGR online mapping system,

***The DOGGR reference avoids absence of the entire oil well and field elements, hazards, and risks; well record information for most wells is available for review at DOGGR offices Cypress location and elsewhere.***

***The DEIR Analysis, Appendix zAA-16+17, and Summary are inadequate and incomplete with respect to important specific components of Methane hazards and other related hazardous materials (e.g., oil field and blowouts).***

p.IV.L-5 the well is estimated to be located beneath the “Blue” parking zone of the West Hall. The well plug is presumed to be greater than 100 feet below ground surface (bgs), in accordance with industry standards prior to 1971.

***Estimates without any records or references are conjectures and totally inappropriate, inadequate, and incomplete for a Project specific DEIR.***

***The DEIR Analysis, Mitigations, and Summary are inadequate and incomplete with respect to important specific components of Methane hazards and other related well construction and abandonment (e.g., oil field and blowouts).***

**Response to Comment No. 22-51**

Please refer to Response to Comment Nos. 22-10, 22-17, and 22-49 regarding the Project Site's location above the Downtown Oil Field and within a City-designated Methane Zone, the previously abandoned and capped oil well within the Project Site, as well the lack of any DOGGR records regarding surface blowout from oil wells in the vicinity of the Project Site.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with environmental hazards that may be present at the Project Site.

**Comment No. 22-52**

Appendix Q Convention and Event Center Project, Groundwater Level Technical Report (QGW) p.QGW -4... perched groundwater may be encountered in various locations throughout the region where dense soil conditions allow precipitation to be trapped in the soil strata.

***Although the statement may be true, it is irrelevant to the Project site without any supporting geological information; soil and soil strata would be inappropriate or erroneous in this context, as the preparer should be using silts or clay strata.***

***The DEIR Analysis, Appendix Q, and Summary contain such errors as to cast doubts on the reliability of assessments where direct evidence and information cannot support conjectures.***

**Response to Comment No. 22-52**

The statement in the EIR is correct. As noted in the Geotechnical Report provided in Appendix N of the Draft EIR, based on the scores of borings excavated for numerous geotechnical investigations in the immediate area, minor localized seepage was encountered in a few of the borings. Seepage conditions occur where downward percolating groundwater collects on soil strata (sedimentary layers) with lower permeability than the soils (sediments) above. Refer to the references within the geotechnical report provided in Appendix N of the Draft EIR which include the following:

Geotechnologies, Inc., 2008, "Addendum I, Percolation Testing, Proposed Bond Street Parking Structure, 1332 Bond Street, Los Angeles, California," File No. 19600.

Law/Crandall, 1999, "Report Geotechnical Investigation, Proposed Parking Structure, Southwest Corner of 11th Street and Hope Street, Los Angeles, California," Project No. 70131-9-0036.

Law/Crandall, 1998, "Report Geotechnical Investigation, Proposed Freeway Sign, STAPLES Arena, Northwest Corner of 11th Street & Byram Street, Los Angeles, California", Project No. 70131-8-0462.0001.

Law/Crandall, 1997, "Report of Geotechnical Investigation, Proposed Los Angeles Sports and Entertainment Center, Los Angeles, California," Project No. 70131-7-0263.

LeRoy Crandall and Associates, 1968, "Report of Foundation Investigation, Proposed Los Angeles Auditorium and Exhibition Center, Site Bounded by Trenton Street, Pico Boulevard, Harbor Freeway, and Eleventh Street, Los Angeles, California," Job No. A-68188.

MACTEC, 2004a, "Report of Geotechnical Investigation, Proposed Metropolis Development, Southwest of Eighth Street and Francisco Street, Los Angeles, California," Project No. 4953-4-0571.

MACTEC, 2004b, "Report of Geotechnical Investigation, Proposed Entertainment District, Bounded by Olympic Boulevard, Figueroa Street, 11th Street, and Cherry Street, Los Angeles, California," Project No. 4953-4-1331.

Schaefer Dixon Associates, 1987, "Foundation Investigation Report, Convention Center Expansion, Los Angeles, California," Project No. 7L-105.

### **Comment No. 22-53**

p.QGW -4 An additional 11% comes from pumped groundwater within the West Coast, and Central Basin.

***The DWP only has significant groundwater sources in the San Fernando Valley and has few if any water rights in the Central and West Basins. LA City has the Hyperion Wastewater Plant with the largest sources of potential freshwater but cannot reuse its flows because of its location in the west Basin and treatment required.***

***The DEIR Analysis, Appendix Q, and Summary contain such errors as to cast doubts on the reliability of assessments where direct evidence and information cannot support conjectures.***

**Response to Comment No. 22-53**

As described in Appendix V, Water Supply Assessment, page 20, and in Section IV.K.1, Utilities—Water Supply, page IV.K.1-5, of the Draft EIR, the Los Angeles Department of Water and Power extracts groundwater from wellfields throughout the Owens Valley, San Fernando, Sylmar, and Central Basins. The Draft EIR text referenced by the Commenter has been revised to refer to the appropriate groundwater sources as provided by the LADWP in Appendix V, Water Supply Assessment, of the Draft EIR. Please refer to Subsection IV.H.2, Water Resources—Groundwater, in Section II, Corrections and Additions of this Final EIR regarding this revision. As provided therein, over the last 10 years local groundwater pumped from within the San Fernando, Sylmar, and Central Basins has provided approximately 12 percent of the total water supply for Los Angeles.

**Comment No. 22-54**

p.QGW-4 ...AMEC E&I, Inc.... historic high groundwater... is estimated to be on the order of 90 feet below ground surface. Prior borings drilled to a depth of 100 feet did not report ground water... except for minor seepage... approximately 17 and 36 feet.

p.QGW-5 Due to the existing depth of over 90 feet to the groundwater level, there are currently no dewatering activities...

***Reported use of “historic”, “estimated”, “prior”, “did not report”, “minor”, and “approximately” changes to “existing depth” avoids the central issue of the absence of geotechnical and geophysical investigations of the site for everything underground and total lack of information for oil wells, operating pressure-driven oil field, buried faults, etc. in a “Project-Specific”***

***The DEIR Analysis, Appendix Q, and Summary are inadequate and incomplete with respect to absence of direct geotechnical or geophysical information to base or support conjectures and imaginative forecasts and provide no real information for designed components for the Project that will specifically achieve compliance with current statutory requirements.***

**Response to Comment No. 22-54**

Scores of borings have been excavated for numerous geotechnical investigations in the area, including 26 borings drilled across the street from the Project Site. The geologic and geotechnical conditions are well documented. The geotechnical investigation reports are referenced in the geotechnical report, Appendix N of the Draft EIR.

**Comment No. 22-55**

p.QGW-6 The intent of the City of Los Angeles LID standards is to: Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff; Reduce stormwater/urban runoff while improving water quality; Promote rainwater harvesting; Reduce offsite runoff and provide increased groundwater recharge...

***The Appendix and the Analysis of the DEIR do not demonstrate the Project's compliance with and incorporation of design elements and thereby do not fully comply with the intent, standards, and specific requirements for projects.***

***The DEIR Analysis, Appendix Q and Summary are inadequate and incomplete with respect to all specific components of stormwater management package as "designed" for the Project and specifically to achieve compliance with current statutory LID requirements.***

**Response to Comment No. 22-55**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the LID Ordinance.

**Comment No. 22-56**

p.QGW-8 Infiltration of stormwater as a means of stormwater treatment and management through LID practices is a top tier priority for the Watershed Protection Division... *Bureau of Sanitation, Department of Public Works]* and will be considered along with other treatment options during the design phase...

***As a Project-Specific DEIR and referenced Project Design, the DEIR must have clear designs of all facilities and not be subject to future "consideration" and "options" without adequate and complete public participation and continuing assessments.***

***The DEIR Analysis and Appendix Q are inadequate and incomplete with respect to all specific components (not options) of stormwater facilities and current design***

***phase for the Project and specifically to achieve compliance with current statutory requirements.***

**Response to Comment No. 22-56**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the LID Ordinance. In addition, as stated on page IV.H.1-17 of Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR, specific BMPs to be implemented as part of the SUSMP for the Proposed Project to manage post-construction stormwater run-off would include, but not be limited to, promoting infiltration by increasing the overall footprint of landscaped areas and promoting the use of native and/or drought tolerant plants, and designing post-construction structural or treatment control BMPs to either treat or infiltrate stormwater runoff.

**Comment No. 22-57**

p.QGW-7 The proposed site... 2.9 acres of pervious surface... as well as the new 2.14 acres of new landscaped areas... total proposed pervious area is approximately 5.04 acres ***[7% pervious]***... approximately 93% of impervious surface.

p. QGW-9 Cumulative groundwater hydrology impacts could result from infiltration of stormwater as a means of stormwater treatment and management through LID practices... designed only to infiltrate small storm events or the first ¾" of rainfall... large storm events... by-pass these systems... rainfall that infiltrates into the ground is small.

***Current and even most future infiltration efforts are trivial compared to the total potential similar to current efforts for DWP in the San Fernando Valley and Proposition O throughout the City of Los Angeles. Currently in the Project area, 2.9 acres of landscaped areas may allow 2.9 acft of infiltration water which is far below the infiltration capacity of this pervious area and underlying alluvium of the site. Even runoff from a total 30+ acres Project site, say 30 acft via permeable pavement and sidewalks and infiltration trenches and caissons, could be infiltrated through existing and Project pervious areas or the entire Project site. If total runoff from all drainage systems passing through the Project Site were diverted to infiltration facilities within the parking areas, the total quantities may remain small but may be suitable for support from Proposition O, if water rights could be favorably assessed.***

***The focused analysis in the Appendix and designation as a "Small" effect prejudice the derivative DEIR Analysis section for hydrology when compared to the City of Los Angeles' and voters for Proposition O efforts to recharge runoff for both improved downstream surface water quality and are inadequate and incomplete with respect***

***to all specific components of stormwater management package designed for the Project and specifically to achieve compliance with current statutory requirements.***

***Due to such prejudice, the DEIR cannot be considered as adequate nor complete (the DEIR is inadequate and incomplete with regard to compliance with the requirements and intent of the City and voters) as the assessment disregards the formative state of stormwater efforts for LID and Proposition O and the needs to improve runoff recharge as much as practical.***

### **Response to Comment No. 22-57**

The Project Applicants have elected to not use Proposition O funding for storm water management for the Project Site. Contrary to the Commenter's opinion, the description of the Project Site as a "small" effect area in the Hydrology Technical Report provided in Appendix O of the Draft EIR does not render the impact analysis in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR inadequate and incomplete with respect to the storm water management project design features or current statutory requirements. Specifically, the proposed infiltration BMPs are not designed to manage peak flow rates from a 50-year storm event. They are designed to capture and infiltrate smaller storm events as well as the first flush or 0.75-inch stormwater volume from a storm event. The Hydrology Technical Report addresses the impacts of peak flow values associated with a 50-year storm event. At the point in time when a 50-year storm peak flow occurs the initial "first flush" flow and volume has been contained by infiltration BMPs and the 50-year storm peak flow would bypass the infiltration systems. This is why the effect of the infiltration BMPs on 50-year peak flow rate is considered "small."

In addition, the Proposed Project is not inadequate with regard to the requirements and intent of the City and voters, as funding under Proposition O is elective and the Proposed Project will comply with the requirements of the LID Ordinance. Refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the LID Ordinance.

### **Comment No. 22-58**

p.VI-16 Further, the Proposed Project would promote job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism.

***Although financial issues were raised during the Initial Study and Scoping for the Project, no financial or employment sector descriptions, assessments, or mitigation***

***have been included in the DEIR, although the benefits are generally stated but not supported. Comments during the Scoping and Initial Study indicated that the community in the Project vicinity were concerned regarding fiscal and financial aspects of the Project but the DEIR does not mention such concerns and potential for community controversies surrounding the Project, economic stimulus, jobs, private, and public revenues and costs. Similarly the local communities would be more impacted by construction and event operations while benefits will largely go residents from well outside of the impacted local communities***

***The DEIR is incomplete and inadequate and does not disclose the public concerns and potential controversy regarding employment, social/economics, fiscal policies/contracts, and financials, including cash flow to assure full implementation of mitigations and their continued operations throughout the life of the Project.***

#### **Response to Comment No. 22-58**

Please refer to Response to Comment Nos. 14-2 and 14-9 for information regarding the how the analysis in the Draft EIR regarding social and economic impacts complies with the requirements of CEQA. Please also refer to Response to Comment No. 16-40 for information regarding how the Draft EIR analyzed issues raised by members of the Pico Union community during the public scoping process related to the potential of the Project to have social and economic impacts on that community.

#### **Comment No. 22-59**

p.VI-16 The Proposed Project is also anticipated to provide economic development opportunities in Pico-Union and South Los Angeles by attracting out-of-town visitors to additional exhibition events, and local and out of town fans to additional spectator events... Growth-Inducing Impacts, the Proposed Project has the potential to generate substantial benefits to the local economy of Los Angeles. The enhanced facilities... are anticipated to be a stimulus to the economy in terms of job growth, City general fund revenues, and additional off-site collateral development.

***Comments during the Scoping and Initial Study indicated that the community in the Project vicinity were concerned regarding Environmental Justice while the DEIR does not mention such concerns and potential for community controversies surrounding the Project, economic stimulus, jobs, and gentrification.***

***This section of the DEIR and the issues of growth inducing require adequate and complete assessment of Environmental Justice issues: local construction and operations jobs, gentrification of existing communities, potential for compounded***

***injustices with the proposed Project and those currently planned “off-site collateral development” west and south of I-110 and I-10.***

***The DEIR is incomplete and inadequate and does not disclose the public concerns and potential controversy regarding Environmental Justice issues nor the growth inducing impacts of gentrification on the surrounding communities.***

**Response to Comment No. 22-59**

Please refer to Response to Comment No. 22-58.

**Comment No. 22-60**

p.VI-18 3. Water Project consumption of water during construction and operation of the Proposed Project is addressed in Section IV.K.1, Utilities—Water, of this Draft EIR. Water would be consumed during Proposed...

***This section is derived from the Section IV discussion which in similar fashion disregards all elements of stormwater capture/onsite reuse for irrigation and perhaps firewater and of recharge/recovery groundwater uses within the Project area. Although DWP can supply such water uses without the use of local groundwater or stormwater capture, such provision would be counter to DWP’s current focuses on stormwater capture, onsite reuse, and local groundwater uses.***

***This section of the DEIR is considered inadequate/incomplete and not in compliance with LID and DWP’s current focus on conservation and uses of local resources to reduce importation from Owens Valley, Colorado River, and the Central Valley.***

**Response to Comment No. 22-60**

Please refer to Response to Comment No. 22-27 regarding the Proposed Project’s compliance with the requirements of the Low Impact Development (LID) Ordinance. Under the LID Ordinance, stormwater infiltration is a top-tier priority Best Management Practice (BMP), while stormwater capture and reuse is a second-tier priority BMP. As described in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR, the Proposed Project would comply with the LID Ordinance through the use of infiltration. The Proposed Project is not proposing stormwater capture and reuse. Furthermore, as provided by the project design features set forth in Section IV.K.1, Utilities—Water, of the Draft EIR, the Proposed Project includes the installation of purple piping and associated connections (i.e., reclaimed water infrastructure) to the property line for potential future connection to LADWP reclaimed water supply, as well as numerous other water

conservation features. Section IV.K.1, Utilities—Water, of the Draft EIR is based on the Water Supply Assessment prepared by LADWP.

In accordance with CEQA requirements, a comprehensive analysis of the potential impacts associated with the Proposed Project, including, but not limited to, potential impacts related to water use has been prepared. The Commenter is also referred to the Water Supply Assessment, provided as Appendix V of the Draft EIR.

### **Comment No. 22-61**

p.VI-18 As discussed in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of this Draft EIR, the Proposed Project would help to conserve water through a storm water management plan aimed at reducing storm water run-off through on-site infiltration and capturing and treating rainfall... Proposed Project would also comply with the City's Low Impact Development standards, which are intended to promote the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

***The Statement here is not supported by the description of committed design features or facilities, any meaningful assessment of runoff, and mitigations to be undertaken at some times in the future. The Project does not incorporate aims indicated in this section and the assessment stated that no significant change (or reduce) would occur from the Project area.***

***This section of the DEIR is erroneous, inadequate, and incomplete and is not supported in any meaningful manner from the previous five sections of the DEIR.***

### **Response to Comment No. 22-61**

Under the LID Ordinance, stormwater infiltration is a top-tier priority BMP, while stormwater capture and reuse is a second-tier priority BMP. As described by the project design features provided in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR, the Proposed Project would comply with the LID Ordinance through the use of infiltration and is not proposing stormwater capture and reuse. Please also refer to Response to Comment No. 22-27 regarding the Proposed Project's compliance with the requirements of the Standard Urban Water Mitigation Plan (SUSMP) and LID Ordinance.

### **Comment No. 22-62**

p.VI-21 5. Environmental Hazards As discussed in Section IV.L, Environmental Hazards, of this Draft EIR, fuel and oils associated with construction equipment, as well as coatings,

paints, adhesives, and caustic or acidic cleaners, could be used, handled, and stored on the Project Site during grading and building construction. The Proposed Project would also involve the limited use of potentially hazardous materials typical of commercial uses, including cleaning solvents, fertilizers and/or pesticides for landscaping.

***This section is incomplete and inadequate and does not disclose the known presence of an abandoned oil wells in a field known to contain natural gas and the presence of an operating oil field with significant produced gas compared to “could be” hazards. Furthermore, a blowout in 2006 represents a risk realized in the Project vicinity and was attributed to the oil field operations. Proposed “mitigation” is generally unsupported and inadequate for reducing risks to below those of chemicals used on site during construction and operations.***

***The DEIR Analysis, Appendices and Summary do not support the Section VI statements regarding exclusions of wells and oil field from remaining significant environmental hazards.***

#### **Response to Comment No. 22-62**

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site’s location above the Downtown Oil Field, the previously abandoned and capped oil well within the Project Site, as well the lack of any DOGGR records regarding surface blowout from any oil wells in the vicinity of the Project Site. In addition, as set forth in Section IV.L, Environmental Hazards, of the Draft EIR, Mitigation Measure L-4 requires that the California Division of Oil, Gas and Geothermal Resources (DOGGR) and the City of Los Angeles be contacted regarding construction requirements associated with the previously abandoned oil well prior to the beginning of construction. Furthermore, if demolition or construction activities encounter remnants of, or materials associated with a former oil well, evaluation by the DOGGR and the City of Los Angeles, including possible reabandonment in accordance with all applicable regulations would occur.

#### **Comment No. 22-63**

p.VI-37 E. Effects Not Found To Be Significant... Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and therefore were not discussed in detail in the EIR.... City of Los Angeles determined through the Initial Study that the Proposed Project would not result in potentially significant impacts related to... Mineral Resources.

***The DEIR Appendices, Analysis, and Summary are inadequate and incomplete with respect to Mineral Resources, although the presence of an operating oil field***

***beneath the Project site is known and mentioned. The occurrence of a related surface blowout attributed by LA City Attorney to field operations was readily accessible on the internet but was not mentioned. If the existing “abandoned well” or other pathway allow oil field materials (e.g., gases, oil, and produced water), any such blowout would have significant adverse effects upon the overlying land uses and communities as it did in 2006.***

***The DEIR is incomplete and inadequate and does not disclose the mineral extractions from the formations and subsurface rights and leases beneath the proposed Project.***

### **Response to Comment No. 22-63**

Please refer to Response to Comment Nos. 22-10 and 22-17 regarding the Project Site’s location above the Downtown Oil Field, the previously abandoned and capped oil well within the Project Site, as well as the lack of any DOGGR records regarding surface blowout from any oil wells in the vicinity of the Project Site. As described therein, there are no active oil or gas producing wells on-site or in the immediate vicinity of the Project Site. In addition, maximum depths of excavation for the Project would be approximately 50 feet. Thus, as set forth in the Initial Study included as Appendix B to the Draft EIR, the Proposed Project would not preclude future extraction of oil resources or result in the loss of in the availability of a locally-important mineral resource recovery site. Thus, impacts associated with mineral resources would be less than significant.

In accordance with CEQA requirements, the Draft EIR provides a comprehensive analysis of the potential impacts associated with the Proposed Project, including potential impacts associated with environmental hazards that may be present at the Project Site.

### **Comment No. 22-64**

p.VI-37 E. Effects Not Found To Be Significant... Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and therefore were not discussed in detail in the EIR.... City of Los Angeles determined through the Initial Study that the Proposed Project would not result in potentially significant impacts related to ***[environmental justice]***

Appendix B Initial Study/NOP/NOP Comments p.B-125 **Environmental Justice** Some of the specific impacts that the proposed Project must analyze<sup>3</sup> and mitigate are impacts to: health; population and housing; environmental justice; air quality and greenhouse gas emissions; land use and planning; transportation and traffic; and public services.

***Comments during the Scoping and Initial Study indicated that the community in the Project vicinity were concerned regarding Environmental Justice while the DEIR does not mention such concerns and potential for community controversies surrounding the Project, economic stimulus, jobs, and gentrification.***

***The DEIR is incomplete and inadequate and does not disclose the public concerns and potential controversy regarding Environmental Justice issues.***

p-VI-127 3. Environmental Justice... proposed Project are populated primarily by traditionally disadvantaged minority groups... EIR must analyze and mitigate the impacts of the Project on these groups in comparison to the majority population... must analyze federal, state, and local policies and laws related to environmental justice communities... should also analyze the mitigations that will take place due to the Proposed Project including local Brownfields redevelopment efforts and the creation of more open/park space equity with surrounding low-income neighborhoods.

***Comments during the Scoping and Initial Study indicated that the community in the Project vicinity were concerned regarding Environmental Justice while the DEIR does not mention such concerns and potential for community controversies surrounding the Project, economic stimulus, jobs, and gentrification.***

***The DEIR is incomplete and inadequate and does not disclose the public concerns and potential controversy regarding Environmental Justice issues.***

The proposed Project should also be evaluated based on creation of green jobs for existing local low-income residents... may generate a demand in a newly skilled workforce. Measures should be evaluated to include a local green job training program for existing low-income residents, including the hard-to-employ and ex-offender populations.

***Comments during the Scoping and Initial Study indicated that the community in the Project vicinity were concerned regarding Environmental Justice while the DEIR does not mention such concerns and potential for community controversies surrounding the Project, economic stimulus, jobs, and gentrification.***

***The DEIR is incomplete and inadequate and does not disclose the public concerns and potential controversy regarding Environmental Justice issues.***

#### **Response to Comment No. 22-64**

Please refer to Response to Comment Nos. 14-2 and 14-9 for information regarding how the analysis in the Draft EIR regarding social and economic impacts complies with the

requirements of CEQA. CEQA does not require an EIR to contain an assessment of Environmental Justice impacts, which are generally described as impacts that disproportionately impact low-income or minority populations. Nevertheless, the Draft EIR identifies and addresses environmental justice concerns through its analysis of the Project's potential for significant physical impacts to sensitive receptors within the Pico Union community and due to potential social and economic impacts within that Pico Union community.

The analysis of social and economic impacts was contained in Section VI, Other CEQA Considerations, of the Draft EIR, which summarized a more detailed analysis contained in Appendix H of the Draft EIR. To provide the context for that analysis, Appendix H includes an assessment of the race and income characteristics of the population residing in the Pico Union community. In addition, the Draft EIR contained a comprehensive analysis of potential impacts with regard to the Pico Union neighborhood. Specifically, Section IV.B.1, Transportation, of the Draft EIR analyzed traffic conditions along many of the streets that are located in the Pico Union area (e.g., Olympic Boulevard, Pico Boulevard, Venice Boulevard, Union Avenue, and Alvarado Street) during both pre- and post-event hours on weekdays and weekends, as well as the potential for neighborhood intrusion impacts to occur on local residential streets within the Pico Union area. In addition, Section IV.B.2, Parking, of the Draft EIR analyzed the potential for the Proposed Project to result in parking impacts in the Pico Union area. Several other Draft EIR analyses specifically addressed the potential for the Proposed Project to impact the Pico Union area. For example, Section IV.C, Aesthetics/Visual Resources; Section IV.D.2, Artificial Light and Glare; Section E, Noise; and Section IV.F.1, Air Quality, of the Draft EIR all included analysis locations within the Pico Union area. Please Refer to Response to Comment No. 16-40 for information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site.

The City as lead agency also made considerable efforts to provide public outreach beyond what is minimally required by the CEQA Guidelines. Please refer Topical Response No. 3, Public Review of Draft EIR. Further, the Draft EIR's Notice of Availability and Introduction/Summary were translated into Spanish, translators were in attendance at the Informational Workshop held on April 9, 2012, and translators will be available at all public hearings regarding the Proposed Project.

Therefore, although not required by CEQA, through its analysis of the Project's potential impacts to the Pico Union community, the Draft EIR identifies and addresses environmental justice concerns.

**Comment Letter No. 23**

Darrell Clarke and Jerard Wright  
Transportation Committee co-chairs  
Sierra Club Angeles Chapter  
3435 Wilshire Blvd., Ste. 620  
Los Angeles, CA 90010-1904

**Comment No. 23-1**

The Sierra Club Angeles Chapter Transportation Committee would like to compliment the thorough analysis prepared thus far by AEG/The Mobility Group on the transportation impacts and suggested mitigations. We are pleased so far to find many of the suggested mitigations originally prepared in our April 2011 comment submission, especially upgrades to the Pico Metro Blue / Expo Lines station. However as of this time there are still details that will need to be worked out and will continue to monitor such as:

- Bike Infrastructure: To work with LA City Bicycle Advisory Committee and LA County Bicycle Coalition to develop bike lanes connecting from the surrounding area into the proposed bike parking and valet bike services

**Response to Comment No. 23-1**

The comment is noted. The City of Los Angeles Bicycle Plan identifies planned bicycle routes in the Downtown Area and area of the Proposed Project. The Transportation Management Plan (TMP) for the Proposed Project will identify connections between these bike routes and bike parking areas at the Proposed Project site.

**Comment No. 23-2**

In this letter we will amend to our original April 2011 suggestions the following additions:

- Ticket Bundling: To use all AEG/Event Center tickets to double as valid fare media to reduce fare queuing before and after events;

**Response to Comment No. 23-2**

The TMP will address methods to simplify fare media for events and enable the use of return tickets/passes, and the Project Applicant has indicated a commitment to working with Metro and other transit agencies in this respect. See pages I-50 to I-53 of Section I, Summary, of the Draft EIR for more information on the Transportation Management Plan (Mitigation Measure B.1-29).

**Comment No. 23-3**

- Renewable electricity rooftop solar panels on the New hall and Bond Street Parking structures in conjunction with the original suggestion of charging ports for plug-in Electric vehicles;

**Response to Comment No. 23-3**

As part of the Proposed Project, the Applicant will install solar panels which, at a minimum, will replace the output of the solar panels that currently exist at the Los Angeles Convention Center. Refer to Project Design Feature K.4-5 of Subsection IV.K.4 of Section II, Corrections and Additions, of this Final EIR.

**Comment No. 23-4**

- Pico-Union Parking: Expand the Downtown “Express Park” parking metering system to include Olympic, Pico and Venice Boulevards with revenue generated during AEG events to go directly into a Local Pico-Union BID and to work with LADOT and City Council staff to develop a Permit parking zone for residents of the immediate AEG facility vicinity to reduce impacts to those residents on major AEG events.

**Response to Comment No. 23-4**

The Neighborhood Traffic and Parking Management Plan required under Mitigation Measure No. B.1-9 will consider parking control measures, such as permit parking, to be developed in conjunction with LADOT and the community. The comment is noted for the administrative record and will be forwarded to the decision-makers for consideration.

**Comment No. 23-5**

We would like to see these components along with a mitigation monitoring program to continue on-going discussion at all future meetings and be a participatory party involved in the conversation when discussing this event center.

**Response to Comment No. 23-5**

A Mitigation Monitoring and Reporting Program is provided in Section IV of this Final EIR. The Commenters request to be a participatory party is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Please note that the City will hold public hearings on the Proposed Project, and the Commenter will have the opportunity to participate in the hearing process.

**Comment No. 23-6**

3435 Wilshire Boulevard  
Suite 320  
Los Angeles, CA 90010-1904



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April 18, 2011

TO: Hadar Plafkin, City Planner  
Department of City Planning  
200 N. Spring Street, Room 200  
Los Angeles, CA 90012  
Hadar.plafkin@lacity.org

**Re: Farmers Field event center scoping comments submission (with attached presentation)**

The Sierra Club Angeles Chapter Transportation Committee recommends support of a wide array of alternative transportation modes and improvements around the Farmers Field event center such as:

- Improved streetscapes that encourage pedestrian mobility along Figueroa, Flower, Olympic, 11th, 12th, and Pico Boulevard for pedestrians to connect to and from transit facilities to Farmer's Field;
- The project shall provide capital and operating expenditures of the adjacent Pico Metro Rail Station for modernization and facility upgrades to handle the larger demand of patrons using transit to access Farmers Field;
- New parking facilities will contain charging ports for plug-in vehicles;
- The project shall fund bike parking, lockers and dedicated bike lane facility investment surrounding the event center;
- The project shall provide dedicated bus lanes and enhanced bus stops/shelters for local and regional bus services;
- "Parking Demand Management" utilizing nearby parking structures and AEG paying for the operation of bus shuttles to and from the parking structures to the Farmers Field at ALL events;
- The project shall fund and foster the development of Mobility Hubs near the Farmers Field, such as at 23rd Street or Grand Avenue Metro Rail stations that can integrate most of the above components to enable visitors' swift and reliable means to transfer from car/bike or pedestrians onto transit.

Sincerely,

Jerard Wright and Darrell Clarke  
Sierra Club Angeles Chapter Transportation Committee Co-Chairs

**Response to Comment No. 23-6**

Attachment 1 consisting of the Sierra Club's scoping comments, dated April 18, 2011, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 1 was also referenced in Comment No. 23-1. As such, please refer to Response to Comment No. 23-1 for additional information.

**Comment Letter No. 24**

Occupy Skid Row

**Comment No. 24-1**

As a resident of “Skid Row” I am curious to know how this stadium will benefit me and my neighbors. I am also curious to know if this project will raise the price of living for those who reside in the residence surrounding it.

**Response to Comment No. 24-1**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Please also refer to Response to Comment No. 14-8 for information regarding the potential effects of the Project on housing prices in the communities surrounding the Project site.

**Comment No. 24-2**

I also notice that there is more “suits” at this conference than there are residences of this community.

**Response to Comment No. 24-2**

This comment does not raise any environmental issues that are addressed under CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 24-3**

Another concern is the fact that there are forty-five days allowed to read, and analyze this proposal which is ridiculous. Ninety days is fair.

**Response to Comment No. 24-3**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 25**

Charles A. Adelman  
6146 Eleanor Ave., Apt. 107  
Los Angeles, CA 90038

**Comment No. 25-1**

Upon reading through the D.E.I.R. for the Convention and Event Center Project, I have a number of comments to offer. One comment regards the lack of on-site solar power generation except for replacing the existing Cherry Street array. The other regards the transit capacity studies for the event Center.

**Response to Comment No. 25-1**

This comment introduces the issues addressed by the Commenter. The specific comments regarding these issues are set forth below with accompanying responses.

**Comment No. 25-2**

The only Solar Photo Voltaic power generation proposed for this project is a 375kw–475kw array on the road of the LA Live Way parking garage. The garage is to replace the existing Cherry Street Garage, which is currently covered with a Solar P.V. Array; The new array would therefore replace one that will be demolished, resorting in no net change from the Status Quo. If this project is supposed to be Carbon neutral, why isn't the applicant proposing to offset the Carbon Dioxide generated by this project by placing Solar P.V. arrays on the Bond Street Garage and the Replacement Hall? This would be a much more effective strategy than buying offsets elsewhere that are of questionable use.

**Response to Comment No. 25-2**

As discussed in Appendix E, Environmental Sustainability Program for the Convention and Event Center Project, of the Draft EIR, the Project will incorporate solar panels to achieve energy efficiency and will assist in achieving the Project goals for LEED Gold Certification for the New Hall and LEED certification for the Event Center. As set forth in Project Design Feature K.4-5 within Subsection K.4 of Section II, Corrections and Additions, of this Final EIR, the Applicant will install solar panels which, at a minimum, will replace the output of the solar panels that currently exist at LACC.

**Comment No. 25-3**

The transit capacity studies in this D.E.I.R. are probably out of date. Since this environmental study began, the MTA has increased late night service on the Red, Purple and Blue Lines from 20 minute headways to 10 minute headways. Originally, the increased number of late night trains was offset by smaller trains (IE 2 cars on the Red Line instead of 4 cars) but since this study was completed, trains have been restored to their original size except that on Friday and Saturday nights, Red Line trains have been increased to 6 cars and Purple Line trains to 4 cars. Thus, on Fridays and Saturdays, late night Red and Purple Line capacities are the same as weekday Peak Commute times.

**Response to Comment No. 25-3**

The Draft EIR used the most recent information available at the time of preparation of the analysis. The recent late-night service changes (typically operational after about 8 P.M.) have maintained or increased the service capacity on the rail lines. The analysis in the Draft EIR, thus, overstates the Proposed Project impacts for the Weekday Evening Post-Event Hour, and fewer additional rail cars would need to be put into service to achieve policy load factors than identified in the Draft EIR for that time period.

**Comment No. 25-4**

One final suggestion that I would like to offer is that the applicant should discuss with the MTA the possibility of the MTA selling round-trip tickets from their TVMs. This would allow event patrons who decide at the last minute to use transit rather than driving to purchase their return ticket on the way to the event rather than queueing up in long lines at the Pico and Metro Center Stations after the event to buy tickets.

Thank you for your consideration of these comments.

**Response to Comment No. 25-4**

Refer to Response to Comment No. 23-2.

**Comment Letter No. 26**

Noble Alexander  
SWRCC  
533 S. Fremont Ave.  
Los Angeles, CA 90071

**Comment No. 26-1**

Our members need this work it would make a big difference toward helping not only L.A. but All of Calif.

Thanks.

**Response to Comment No. 26-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 27**

Patrick A. Perry, Esq.  
Partner  
Allen Matkins Leek Gamble Mallory & Natsis LLP  
515 S. Figueroa St., Fl. 9  
Los Angeles, CA 90071-3301

**Comment No. 27-1**

Please see the attached correspondence of today's date.

This letter is delivered on behalf of Guggenheim Baseball Management and certain of its affiliates including the Los Angeles Dodgers and those affiliates that own the properties adjacent to Dodger Stadium (the "Clients") represented by this firm. Located amidst nearly 300 acres of stadium uses and surrounding parking lots and green spaces, Dodger Stadium is celebrating its 50th season of baseball in 2012. Our Clients support the improvements to the Convention Center and the expanded capacity for events in Los Angeles to be created by the proposed Convention and Event Center Project (the "Project"), which would improve the community and create many jobs. Our Clients' friends at AEG brought us the Staples Center and LA Live, and that has done good things for the City of Los Angeles. Los Angeles would also benefit greatly from a return of the NFL.

**Response to Comment No. 27-1**

This comment indicating benefits of the Proposed Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 27-2**

This letter is not written to oppose the Project, but to request assurances that the Project will not create any negative impact on access to Dodger Stadium and its surrounding property (collectively referred to as "Dodger Stadium Property"), which provide nearly 20,000 parking spaces for the 56,000 seat Dodger Stadium. The Draft EIR identifies very serious negative transportation impacts to intersections and freeway segments around the home of the Dodgers when Dodger Stadium Property events occur at the same time as events in the proposed Events Center, yet the Draft EIR does not suggest any remedy. We believe a solution can and should be found that protects continued access to the Dodger Stadium Property from surrounding streets and freeways.

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**Response to Comment No. 27-2**

Concurrent events at the Event Center and Dodger Stadium will not occur frequently, as the regular football and baseball seasons have only a brief overlap. Therefore, the analysis for Future With Project Conditions with Concurrent Los Angeles Coliseum and Dodger Stadium Events was provided for informational purposes and to provide guidance on addressing concurrent event scenarios on the Transportation Management Plan that will be prepared for the Proposed Project (refer to page IV.B.1-101 of Section IV.B.1 Transportation, of the Draft EIR. Also refer to responses to comments below in this letter, including Response to Comment No. 27-4, regarding an additional mitigation measure that has been added.

**Comment No. 27-3**

Moreover, the Draft EIR suggests that the only conflicts from concurrent events would occur in September and October. This understates the potential impacts since Dodger Stadium hosts events year round and the proposed Project is not restricted to those months for major events. While Dodgers baseball occurs from the end of March through October, many other historic events have occurred in other months at the Dodger Stadium Property, including visits from His Holiness the Pope, The Three Tenors, and international music legends. In addition to Dodgers baseball, the Dodger Stadium Property hosts major sporting events like the start of the Los Angeles Marathon each March, motor sports, as well as religious events that can fill the Stadium. In its 50 years, Dodger Stadium has hosted nearly 150 million fans, and looks forward to many more years as an icon of Los Angeles.

**Response to Comment No. 27-3**

The comment that Dodger Stadium is an icon in Los Angeles is duly noted. The Draft EIR does not state that the only conflicts from concurrent events would occur in September and October, as stated in the comment. Rather, it states that concurrent events would be limited primarily to the month of September and perhaps October, if the Dodgers were in the playoffs (refer to pages IV.B.1-102 to IV.B.1-103 of Section IV.B.1, Transportation, of the Draft EIR). The Draft EIR acknowledges that the baseball regular season extends from April to September. Baseball games would be by far the most common event occurrence at Dodger Stadium. Regarding other use of Dodgers Stadium, there have been a number of major events over the years on occasion. Among these, Pope John Paul II visited in 1987, the Beatles performed in 1966, and the Three Tenors sang in 1994. Recently, the starting point of the Los Angeles Marathon moved to Dodger Stadium. But this major event occurs in the early morning at a time when virtually no other major event would ever occur at the Event Center. Publicly available scheduling data shows that other major non-baseball events (including music events, motor sports and

religious events) have occurred on occasion over the last 30 years. In the years in which major events have occurred, there have been from one to three such events. The historical use data support the Draft EIR's conclusion that the primary potential for concurrent events is in the fall when baseball and football seasons overlap. On the infrequent occasions when concurrent special events do occur, the Event Center Applicant would use the event coordination operational measures required by Mitigation Measure B.1-29a. Refer to Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR.

#### **Comment No. 27-4**

With this background and these goals in mind, we have reviewed the impacts identified in the Draft EIR on the Dodger Stadium Property, and write to express our concerns and suggest potential solutions. As detailed below, we believe that additional traffic analysis is essential to fully identify potential impacts and to offer mitigations and improvements. In addition, no concurrent event should be scheduled at the Event Center that conflicts with an event at the Dodger Stadium Property. We have also detailed below the inaccuracies in Draft EIR statements about the Dodger Stadium Property that must be corrected in the Final EIR.

#### **Response to Comment No. 27-4**

This is a general comment that summarizes more specific comments that follow and are addressed with specific responses.

The Commenter suggests that no concurrent events should be scheduled at the Event Center that conflict with an event at the Dodger Stadium property. This is neither necessary nor feasible. For example, blackout dates at the Event Center are generally not feasible, due to the requirements of NFL scheduling. Further, Los Angeles is the second largest city in the country, and events often occur at different major facilities at the same time, as they do in other major cities, without restrictions. For example, there are no restrictions on any other events in the Los Angeles area when there is an event at Dodger Stadium, including the Coliseum and the Rose Bowl (both of which sometimes have concurrent events). In fact, there were no scheduling restrictions when either the Rams or the Raiders played at the Los Angeles Coliseum. Over 350,000 people travel to and from downtown Los Angeles on a daily basis for work and business. L.A. LIVE and the Los Angeles Convention Center have successfully handled approximately 140,000 people in a single day during the Auto Show with double-header events at STAPLES Center and The American Music Awards at the Nokia Theatre L.A. LIVE. The Proposed Project Site is at the hub of the regional transportation system. Nonetheless, following discussions with the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure

requires the development of operational measures for the occasions when concurrent events do occur.

### **Comment No. 27-5**

As suggested in the Notice of Availability, this letter further serves as our request to engage in non-binding mediation with the City and the Project Proponents to address these concerns.

### **Response to Comment No. 27-5**

The Applicant engaged in discussions with the Commenter's clients during the SB 292 mediation period. Following those discussions, several corrections and additions have been made, including the addition of Mitigation Measures B.1-29a referred to in various Responses to Comments above.

### **Comment No. 27-6**

#### **I. Traffic Impacts of the Proposed Project as Stated in the Draft EIR**

The proposed Project would build a 72,000-seat stadium that can expand to 76,250 seats, but will only add 1,112 net new parking spaces (Draft EIR, p. IV.B.2-11). This "Event Center", proposed to be completed by 2017, will regularly draw tens of thousands of people, and thus impact surface streets and freeway systems as well as transit facilities that currently provide access to the Dodger Stadium Property. The Draft EIR states the Event Center would "primarily function as the home venue for one or possibly two" NFL teams, as well as the venue for a variety of other events such as concerts, soccer matches, the ESPN X Games, motor sports events, rodeos, boxing and wrestling matches, and other events. (Draft EIR, p. II-5.) Please confirm that no other sports teams, including MLB teams, are proposed to be located at the Project, as that would change the traffic and other impacts disclosed in the Draft EIR. We note that the Los Angeles Times recently published an article suggesting the possibility of the Los Angeles Angels of Anaheim relocating to the Project.

### **Response to Comment No. 27-6**

One of the primary objectives of the Proposed Project is to provide a home location for up to two NFL teams at the Event Center. The Event Center is being designed specifically as a football venue. Other sports generally require different, specialized layouts and features. There are no plans to accommodate, or ongoing negotiations with respect to, any other sports teams. Further, the configuration of the Event Center is not well suited for professional baseball. Therefore, use of the Event Centers as home location for such other

sports teams is speculative. Therefore, the EIR does not need to consider such a possibility.

### **Comment No. 27-7**

#### **A. Impacts Disclosed in The Draft EIR for Concurrent Events Including Dodger Stadium**

The Draft EIR provides a traffic analysis of concurrent events at the Event Center, Dodger Stadium, and the Los Angeles Coliseum. (Draft EIR, p. IV.B.1-101 to 1-123.) However, the Draft EIR states that “[t]his analysis is not an impact analysis of Coliseum and Dodger Stadium events, but rather demonstrates the effects of additional traffic from concurrent events at the Coliseum and Dodger Stadium on those locations analyzed for the Event Center.” (Draft EIR, p. IV.B.1-106.) Limiting the traffic impacts analysis to only the surface street intersections, freeway segments, and on- and off-ramp locations that were studied to evaluate an Event Center event in isolation does not fully disclose the actual effects on Dodger Stadium events that the Project will create. For example, the Draft EIR did not study several key intersections and on- and off-ramps near the Dodger Stadium Property, including Echo Park Avenue and Sunset Boulevard, Alvarado Street and Sunset Boulevard, Sunset Boulevard and Marion Avenue, Beaudry Avenue and Temple Street, College Street and Broadway, Stadium Way and I-5 southbound ramps, Stadium Way and SR-110 on- and off-ramps, and Echo Park Avenue and US-101 northbound ramps.

### **Response to Comment No. 27-7**

The Draft EIR addressed those locations, identified in agreement with LADOT, where the most Proposed Project traffic would occur and would most likely to have impacts. These locations were also used for the concurrent event analysis conducted for information purposes. Only approximately 0.5 percent of Event Center traffic would pass through those intersections of Echo Park Avenue & Sunset Boulevard, Alvarado Street & Sunset Boulevard, and Sunset Boulevard & Marion Avenue, and the Draft EIR analyzed two adjacent major intersections—Sunset Boulevard & Elysian Park and Sunset Boulevard & Beaudry Avenue. With regard to the other two intersections mentioned in the comment—Beaudry Avenue & Temple Street and College Street & Broadway—no trips from the Proposed Project are anticipated to pass through those intersections. Similarly, no Proposed Project traffic is anticipated to use the Stadium Way & I-5 southbound ramps, Stadium Way & SR-110 on- and off-ramps, and Echo Park Avenue & US-101 northbound ramps, as they are not on logical approach routes to the Proposed Project.

**Comment No. 27-8**

Furthermore, although the Draft EIR identifies which intersections, freeway locations, and on- and off-ramps would experience worse Levels of Service during concurrent events, it does not state whether these impacts would be significant or propose any mitigation to address the effects of traffic generated by the Event Center. (See, e.g., Draft EIR, p. IV.B.1-112 to 1-113.)

**Response to Comment No. 27-8**

The effects of Event Center traffic were addressed comprehensively in the Draft EIR, which states that the Proposed Project would not cause any significant intersection impacts in the vicinity of Dodger Stadium (except for the Saturday Day Post-Event Hour when there would be a significant impact at one intersection—at College Street & Hill Street—although the level of service would be LOS D) and would not cause any significant impacts at freeway on or off-ramps (except for the Glendale Boulevard on-ramp to the Northbound US-101 Freeway during a Saturday Day Post-Event Hour, where volumes would marginally exceed capacity (see Table 5.2.5.4 in Appendix I.1, EIR Transportation Study, of the Draft EIR). The Draft EIR also states that the Proposed Project would cause significant impacts at three to four freeway segment locations in the vicinity of Dodger Stadium during the Sunday, Saturday, and weekday events. Refer to pages IV.B.1-61, IV.B.1-68, IV.B.1-76, and IV.B.1-77, of Section IV.B.1, Transportation, of the Draft EIR for the above-referenced information. The Draft EIR states that during a concurrent event at Dodger Stadium, worse levels of service would occur at certain intersections, freeway ramps, and freeway segment locations, due to the concurrent Dodger Stadium traffic that would be on the transportation network. Any change in level of service would not be a significant impact of the Proposed Project, but would be a result of traffic from concurrent events that occur infrequently. Following discussions between the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur.

**Comment No. 27-9**

In addition, for the Draft EIR, 17 freeway mainline locations and three High-Occupancy Vehicle locations were identified to study the impacts of the Project on freeway traffic. (Draft EIR, p. IV.B.1-17.) However, there was no freeway study location sited on the stretch of the I-5 freeway between US-101 and SR-110; near the cluster of the US-101, SR-60, I-5, and I-10 interchanges southeast of Downtown; the stretch of the I-5 freeway north of Stadium Way; and the stretch of SR-110 north of Avenue 43. (See Draft EIR, Fig. IV.B.1-8, p. IV.B.1-303.) Many of the other freeway study locations are located some distance away from the major freeway interchanges in the Downtown Los Angeles area.

**Response to Comment No. 27-9**

Freeway analysis locations were determined in conjunction with Caltrans and with LADOT and are considered representative of the freeway conditions in the Proposed Project vicinity. With respect to the specific locations mentioned in the comment: (1) the stretch of I-5 between SR-110 and US-101 (actually I-10) was not analyzed because no Event Center traffic is expected to use that stretch of freeway, as it is not on a route to/from the Event Center; and (2) near the cluster of the US-101, SR-60, I-5, and I-10 freeways southeast of downtown, three nearby locations were analyzed to capture likely event traffic routes—on SR-60 at Indiana Street, on I-5 at Indiana Street, and on I-10 at San Pedro Street. Neither US-101 nor I-5 between I-10 and SR-60 were analyzed, as they are not routes that would be used to access the Proposed Project (traffic would use more direct routes; e.g., from I-10 San Bernardino Freeway traffic would continue US-101 north to access downtown parking areas). The other freeway analysis locations were identified to analyze the effects of Proposed Project traffic approaching from all parts of the region and to ensure that all freeway corridors were included in the analysis. Distance from the major freeway interchanges in the Downtown area is not a primary consideration.

**Comment No. 27-10**

For segments that are studied, such as the northbound segment referenced as “US-101 at Glendale Boulevard”, the Draft EIR acknowledges that a concurrent event would result in a worse level of service – from LOS C to LOS F(2), a very bad rating -- but does not treat this as a significant impact. (See Draft EIR, p. IV.B.1-121 to 122; also Appendix 1.8, Table 8.7.5.2).

Additional disclosure of the significance of these impacts and proposed mitigation is essential. For weekday evening concurrent events, for example, significant impacts would occur at 16 or more intersections and up to six freeway segments. These were not clearly acknowledged in the Draft EIR, nor were mitigation measures or improvements proposed to address them. As a result, the cost of dealing with this new traffic would be borne by the Dodgers. As an example, the intersection of Sunset Boulevard and Elysian Park Avenue would go from a C to an F during a concurrent event, but the Draft EIR states that the Project would not have a significant impact on that intersection and does not propose any mitigation contribution.

**Response to Comment No. 27-10**

The evaluation of the Proposed Project With Concurrent Coliseum and Dodger Stadium Events addresses the situation where the Future With Proposed Project conditions would change if there were concurrent events. Any changes in volume-to-capacity ratios and/or levels of service from concurrent events would occur infrequently, would not

represent significant impacts from the Proposed Project, and were not presented in the Draft EIR as such. In fact, any changes represent the effect of additional concurrent event traffic.

The significance thresholds for traffic impacts used in the Draft EIR are based on LADOT's established criteria. These criteria are based on more typical land uses that generate traffic on a regular basis throughout the year. However, concurrent Dodger and Event Center events would occur infrequently and would be mostly limited to a few weeks of the year. Therefore, LADOT concurred that these infrequent events are not representative of typical traffic conditions and are not appropriate for analyzing the Proposed Project's traffic impacts. This is consistent with LADOT's approach in analyzing impacts for other types of projects. For example, under LADOT methodology, the traffic analysis for a shopping center will analyze typical conditions rather than the peak holiday periods, when project traffic highest and ambient conditions are at their worst. The Draft EIR included the concurrent event analysis to inform preparation of the TMP to allow for the inclusion of measures to prevent avoidable conflicts and improve traffic flows.

The Proposed Project is located over 2 miles from Dodger Stadium, so it would add relatively little traffic to the streets around Dodger Stadium. Much of the total additional traffic on these streets during concurrent events would be related to Dodger Stadium, given the close proximity to Dodger Stadium. With respect to the example in the comment regarding the intersection of Sunset Boulevard & Elysian Park Avenue, the level of service would be LOS C both without the Proposed Project and with the Proposed Project, and the Proposed Project would not cause a significant impact (refer to Table 5.3.1.1, in Appendix I,1, Transportation Study, of the Draft EIR). During Dodger Stadium peak event hours on game days, the level of service would be LOS F at this intersection even without Project traffic. Nonetheless, following discussions between the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur.

See also Response to Comment Nos. 27-2, and 27-11.

### **Comment No. 27-11**

The Draft EIR also states that concurrent MLB games and NFL games or other events at the Event Center "would be limited primarily to the month of September and perhaps October if the Dodgers were in the playoffs," with the highest probability of a concurrent event occurring on a Sunday. (Draft EIR, p. IV.B.1-103.) This understates the number of times that an overlap of peak traffic periods for the Event Center and Dodger Stadium would occur. First, this understates the likelihood – in particular with two NFL teams – that

multiple concurrent events would occur when Monday Night Football and/or Thursday Night Football would be held at the Event Center in September and October. During these months, with the end of the regular season of baseball in September and playoffs in October and when the NFL season is in full swing, conflicts are very likely. Moreover, during MLB playoffs, sold out weekday night games must be expected. Second, with two NFL teams, it is almost certain that there would be at a minimum one NFL game per week throughout the NFL season. Third, this assumption does not account for NFL pre-season games, which would be hosted at the Event Center in August, during the baseball season. The 2012 NFL season opener is on Wednesday, September 5. Starting on Monday, September 10 and Thursday, September 13, there are Monday Night Football and Thursday Night Football games each week of the regular season.

Other large spectator events in addition to football and baseball games will be hosted at both Dodger Stadium and the Event Center throughout the year. The Draft EIR estimates that at least 50 spectator events per year will occur at the Event Center, including soccer games, concerts, and other sporting events and large gatherings. (Draft EIR, p. IV.B.1-12.) In addition to the Los Angeles Dodgers baseball schedule, Dodger Stadium also hosts a variety of concerts and other events with substantial levels of attendance, such as the Los Angeles Marathon. The traffic mitigation measures must be provided for twelve months of the year.

### **Response to Comment No. 27-11**

As noted in Response to Comment No. 27-3, the Draft EIR states that concurrent events would be limited primarily to the month of September and perhaps October and does not preclude the possibility of concurrent events during other times of the year. Most NFL teams play only one home weekday evening game a season, with a handful of teams playing two weekday evening game a season (from 2012–2013 NFL Schedule). With 15 weeks when weekday evening games occur, there is a 7 percent chance of any given team playing a weekday evening game at home on any given week. For the teams that may play two home weekday evening games during a season, those games are usually scheduled on average six to seven weeks apart. Pre-season NFL games generally have lower attendance than regular-season games.

The period of overlap for regular-season football and baseball games (including NFL pre-season) is August and September, which is about eight weeks. Often, Mondays and Thursdays are travel days for baseball teams, so baseball games on those weeknights are less frequent. Based on historical data for the last three seasons, the Dodgers averaged three regular season home games on a Monday evening and two games on a Thursday evening during the eight-week overlap period. Including the NFL pre-season, there would typically be no more than two weekday evening home NFL games in the same eight-week

period. As these games would not necessarily occur on the same evening as a Dodger game, there might be one concurrent event during this period. It should also be noted that an NFL game would start at 5:30 P.M., and the majority of Dodgers evening games start at 7:10 P.M., so there would be very little overlap of traffic in the weekday evening peak commute period.

Over the same eight-week overlap period, historically, the Dodgers have averaged four home Sunday games. If an NFL team played at home every other weekend, they would also average four home games. Typically, there would be two concurrent events on a Sunday afternoon. If there were two NFL teams at the Event Center, then there would typically be four Sunday afternoon concurrent events. Again, based on historical data, there could be up to two more concurrent events during October, if the Dodgers play in the post season, although these additional concurrent events would only occur in years when the Dodgers are in the playoffs.

The operation transportation project design features and mitigation measures identified in the Draft EIR, including the TMP, would apply to all spectator events at the Event Center and would address potential issues associated with concurrent events. Further, following discussions between the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur.

See also Responses to Comment No. 27-3 regarding non-baseball events at Dodger Stadium.

### **Comment No. 27-12**

The analysis of concurrent events at the Event Center and Dodger Stadium is based on the average attendance at Dodgers games over the last four years – 44,750 persons on weekdays and 46,980 persons on weekends. (Draft EIR., p. IV.B.1-102; Table 8.3.1, App. I.1, p. 8-8.) These averages do not account for fluctuations in attendance at Dodger Stadium throughout the course of a baseball season. As noted in the Draft EIR, potential overlaps of peak event traffic will occur in September, the final month of the MLB regular season, and October, should the Dodgers be in the playoffs. These events can be expected to draw a higher than average number of fans, particularly playoff games, which would be sold out. In order to provide a conservative analysis of the potential impacts of a concurrent event at the Event Center and Dodger Stadium, full attendance of 56,000 at Dodger Stadium should be assumed. An analysis must be performed of these actual impacts.

**Response to Comment No. 27-12**

The Draft EIR analysis evaluated a reasonable likely occurrence event for a condition that would occur infrequently. The use of historical average attendance is considered representative of typical conditions. It is inconsistent with established traffic engineering practices and LADOT methodology to analyze a “peak-of-a-peak” condition that would occur only very infrequently and would result in overstated project impact. It should also be noted that the published attendance figures are usually for tickets sold rather than the actual attendance, which is often lower because of no-shows, so the Draft EIR analysis uses conservatively high numbers in that regard. It is acknowledged that attendance at Dodgers playoff games could be higher for certain games. However, no baseball team is in the playoffs every year. In the last 10 years, the Dodgers have been in the playoffs four times (40 percent), and in the last 20 years have been in the playoffs 6 times (30 percent). Playoff games are, therefore, not a typical or regular occurrence, even for a successful franchise like the Dodgers. Concurrent traffic conditions would be addressed by the TMP and also by Mitigation Measure B.1-29a, which has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. The measures requires operational measures to address the occasions when concurrent events do occur, and such operational measures would account for any special circumstances that might occur with playoff games.

See also Response to Comment Nos. 27-3, 27-10, and 27-11.

**Comment No. 27-13**

The Draft EIR assumes that only 50 percent of arrivals to Dodger Stadium will occur in the “Pre-Event Hour” for a baseball game, and that only 55 percent of the departures will occur in the “Post-Event Hour.” (Draft EIR, p. IV.B.1-105.) Just as the assumptions about patron arrival and departure times for the Project may cause Event Center traffic to be understated, these assumptions certainly underestimate the amount of traffic during peak arrival and departure times at Dodger Stadium. These arrival and departure rates, as well as the vehicle occupancy rates used to estimate total automobile trips to Dodger Stadium, were derived from a Dodgers Stadium Area Circulation Study from 1988. (Draft EIR, Table 8.2.1, p. 8-4; Table 8.2.2, p. 8-5.) Many changes that affect vehicle circulation and traffic in and around the Dodger Stadium Property have occurred in the nearly 25 years since that study was prepared, and assumptions based on that old data are likely flawed. For example, the 1988 study does not include the improvements in departure times effected when the loading and unloading of the parking lots around Dodger Stadium were changed several years ago. Typically, nearly all of the attendees of a Dodger game now leave the Dodger Stadium Property within the hour after the end of the game. An analysis must be performed that recognizes that 90 percent of the attendees depart in the Post-Event Hour.

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**Response to Comment No. 27-13**

The evaluation in the Draft EIR used the most recent available information regarding arrivals and departures in the pre-event and post-event hours, which was broadly consistent with experience at other sports stadiums. There is no independent data available showing different arrival and departure behavior.

**Comment No. 27-14****B. The Assumptions and Limitations on Analysis of Traffic Impacts Employed in the Draft EIR Likely Underestimate the Proposed Project's Traffic Impacts**

The Draft EIR contains additional assumptions and limitations on the analysis of traffic impacts that likely understate the proposed Project's traffic impacts and, accordingly, understate impacts to the Dodger Stadium Property. The Draft EIR only examines transportation impacts for full-attendance spectator events, such as NFL games, held on Sundays from 1:00 p.m. to 4:30 p.m., on Saturdays from 1:00 p.m. to 4:30 p.m., and on weeknights from 4:30 p.m. to 9:00 p.m. (Draft EIR, p. IV.B.1-1.) These periods studied in the Draft EIR do not account for traffic that might be generated for Saturday or Sunday night football games, which could occur several times during an NFL season, as well as other full-attendance events such as concerts and other sporting and entertainment events that will likely take place during weekday and weekend evenings. Traffic characteristics on Sunday and Saturday nights and later on weekend nights in Downtown Los Angeles are sufficiently different from the scenarios studied in the Draft EIR that, combined with the likelihood that the Event Center will host events during those times with some frequency, additional analysis of these event periods is warranted to fully disclose and evaluate the impacts of the Project.

**Response to Comment No. 27-14**

The Draft EIR analyzed six time periods for three event scenarios that represent the highest likely combination of event attendance and background traffic on the road system (refer to page IV.B.1-13, of Section IV.B.1, Transportation, of Draft EIR). Other event scenarios would either draw lower attendances or occur at times when background traffic levels are lower; for example, background traffic is lower during weekend and weekday evenings than for the time periods analyzed. The Draft EIR, therefore, analyzed the maximum-impact time periods. Moreover, following discussions between the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur.

**Comment No. 27-15**

The Draft EIR also dismisses the fact that although the Event Center will be configured with 72,000 permanent seats, it will be expandable to 76,250 seats for special events such as an NFL Super Bowl, NCAA Final Four Tournament, or other sporting or entertainment events. (Draft EIR, p. IV.B.1-37.) Even if such events will occur relatively infrequently, their potential impacts are so significant that they should be analyzed in order to provide adequate disclosure, including their impacts to concurrent events at the Dodger Stadium Property. Moreover, as noted above, such events must not be scheduled to conflict with events at the Dodger Stadium Property.

**Response to Comment No. 27-15**

As identified in the Draft EIR (refer to page IV.B.1-37, Section IV.B.1, Transportation, of the Draft EIR), the major events when the stadium capacity would be expanded to 76,250 seats—which are expected to occur only once every four to five years and for which dates are known years in advance—would be addressed by event-specific operational measures required by the TMP for any event with expanded capacity of up to 76,500. To the event there is a concurrent event at Dodger Stadium, associated traffic issues would be addressed by Mitigation Measure B.1-29a. Refer to Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. Further, it is common for the NFL and NCAA, to have specific transportation strategies for these unique events. As also identified in the Draft EIR (refer to page IV.B.1-37, Section IV.B.1, Transportation, of the Draft EIR), traffic impacts for these events are likely to be lower than the scenarios analyzed in the Draft EIR, because there is typically a considerable amount of shuttle and bus transportation, as a far higher proportion of attendees are from out of town and staying in area hotels and, thus, do not drive to the stadium. Moreover, ambient traffic conditions on Super Bowl Sunday are likely to be better than typical conditions, since many people watch the game on television. Also refer to Response to Comment No. 27-10.

**Comment No. 27-16****1. Assumptions Regarding Event Center Patron Mode of Transportation**

The Draft EIR assumes that 20 percent of Event Center patrons would use transit on a weekday and 15 percent would use transit on a weekend to travel to and from the Event Center. (Draft EIR, p. IV.B.1-38.) The Draft EIR further assumes that seven percent of Event Center patrons would walk to a weekday event at the Event Center and that 3.5 percent of patrons would walk to an event on the weekend. (Draft EIR, p. IV.B.1-38.) These assumptions reduce the potential automobile trips that could be generated by the Project by 18.5 percent for weekend events and 27 percent for weekday events. The Draft EIR states that the use of “non-auto modes” at sports stadiums across the U.S. ranges

from five percent to over 30 percent, but does not provide clear grounds for the walking and transit use assumptions employed in the Draft EIR. (Draft EIR, p. IV.B.1-38.)

### **Response to Comment No. 27-16**

The information supporting the estimates in non-auto use is set forth on pages IV.B.1-37 to IV.B.1-39 of Section IV.B.1, Transportation, and pages 4-14 to 4-18 of Appendix I.1, EIR Transportation Study, of the Draft EIR. Refer also to Topical Response No. 1 regarding transit use.

### **Comment No. 27-17**

The analysis of potential impacts to the Dodger Stadium Property must also consider the potential impact if these percentages are not achieved, so that the Draft EIR fully discloses the potential traffic impacts of the Project.

### **Response to Comment No. 27-17**

The estimates of non-auto use are reasonable estimates, as explained in the Draft EIR (see Response to Comment No. 27-16). They were approved by LADOT, and both Metro and Metrolink deemed them reasonable. They are considered to be conservatively low, as the Proposed Project is bound by the terms of SB 292 to achieve the lowest auto use in the nation for an NFL stadium, which will require higher levels of non-auto use than estimated in the Draft EIR. Also refer to Topical Response No. 1 regarding transit use. Unlike other sports or entertainment projects, or other types of projects for that matter, the Event Center is required by the Trip Compliance Reduction Program that the City will adopt under SB 292 to have a trip ratio that is no more than 90 percent of any other NFL stadium. If, after five years of operations, this standard is not satisfied, then the City must impose additional measures that it determines would achieve the trip-ratio requirements. Therefore, unlike other projects, if the Proposed Project's initial analytic assumptions regarding non-auto use prove to be too high, the Proposed Project's trips will be reduced beyond the levels assumed in the Draft EIR through compliance with SB 292 and the City's adopted Trip Reduction Compliance Program. Refer to Topical Response No. 5 regarding SB 292. Refer also to Response to Comment No. 9-11.

### **Comment No. 27-18**

Furthermore, the analysis of the three identified event scenarios is limited to the one-hour periods before and after these events, referred to as the "Pre-Event Hour" and the "Post-Event Hour" in the Draft EIR. (Draft EIR, p. IV.B.1-1.) The analysis of traffic impacts in the Draft EIR then assumes that only 50 percent of the (already-reduced) total automobile arrival trips to the Event Center would occur in the Pre-Event Hour and only 75 percent of

the total automobile departure trips will occur in the Post-Event hour, for each of the three scenarios analyzed. (Draft EIR, p. IV.B.1-55 to 1-56.) Thus, the analysis of traffic impacts in the Draft EIR is based on a substantially reduced portion of the total actual amount of traffic the Project may generate. For example, for a weekday event at the Event Center such as an NFL game, the Draft EIR effectively only evaluates the impacts of 36.5 percent of the total number of event attendees who potentially could arrive by automobile.

To understand the most conservative (and likely realistic) estimate of the traffic impacts generated by the Project on Dodger Stadium, another scenario must be analyzed that uses more conservative assumptions about Event Center patron modes of transportation and arrival and departure times included in the Draft EIR.

### **Response to Comment No. 27-18**

The Draft EIR analysis addressed the pre-event and post-event hours, as those hours are when the highest levels of event traffic and, therefore, the highest potential impacts would occur. Event traffic in other hours would be lower. By analyzing 50 percent of the inbound patrons in a single hour and 75 percent of the outbound patron in a single hour, the Draft EIR, in fact, analyzes 62.5 percent of all event attendees that would arrive and depart by automobile in these two hours. These estimates are consistent with previous studies of NFL stadiums in the Los Angeles area (please refer page IV.B.1-40 of Section IV.B.1, Transportation, of the Draft EIR). This is considered to be conservatively high because, due to the high number of restaurant and other entertainment opportunities (e.g., cinemas) in downtown Los Angeles, it is likely that attendees would arrive earlier and depart later than the proportions assumed in the Draft EIR, and, thus, arrivals and departures would be more spread out over a longer period of time.

### **Comment No. 27-19**

#### **2. Limitations on Analysis**

The Staples Center hosts 100 or more events per year, including home games for two NBA franchises and an NHL franchise. Yet the Draft EIR does not include a Project Design Feature or proposed condition which prohibits scheduling of concurrent events at both Staples Center and the Event Center. (See Draft EIR, pp. IV.B.1-165 to 1-167.) This omission may have been inadvertent, since the Draft EIR states that “[b]ecause a Project Design Feature provides that no events would be scheduled at Staples Center at the same time as a ticketed full attendance spectator event in the Event Center, the baseline condition for the Project impact analysis excludes a concurrent Staples Center event.” (Draft EIR, p. IV.B.1-14.) That condition must be added to ensure that concurrent Staples Center and Events Center events do not occur, or an analysis must be conducted of traffic from an event at the Staples Center as part of the traffic baseline against which the

Project's traffic impacts are analyzed. Otherwise the Project impacts on the Dodger Stadium Property are severely underestimated.

### **Response to Comment No. 27-19**

The Proposed Project includes a project design feature that precludes the Event Center Project Applicant from holding a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance would exceed 72,000. Refer to Project Design Feature B.2-3 provided in Subsection IV.B.2 of Section II, Corrections and Additions, of this Final EIR. Like all of the project design features, this feature will be incorporated as a condition of approval enforceable by the City.

### **Comment No. 27-20**

Proposed Mitigation Measure B.1-28 does state that a comprehensive Transportation Management Plan will be developed for the Project to manage all aspects of transportation for events at the Project, which will include "Event Center Scheduling" and an "Event Coordination Plan." (Draft EIR, p. IV.B.1-181.) That Plan does not appear to include the Dodger Stadium Property, however.

### **Response to Comment No. 27-20**

Following discussions between the Event Center and the Dodgers that occurred as a result of the Dodgers request for mediation set forth in Comment No. 27-5, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur.

### **Comment No. 27-21**

The Final EIR should also clarify what is meant by a "ticketed full attendance spectator event," as well as the types of events (and traffic impacts) that would occur at the Event Center at the same time as an event at the Staples Center. As there are a substantial number of events hosted at the Staples Center throughout the year, if other types of events will occur at the Event Center concurrent with a Staples Center event, the EIR should include an analysis of those traffic impacts with the traffic conditions associated with a Staples Center event as part of the baseline.

### **Response to Comment No. 27-21**

A ticketed full-attendance spectator event at the Event Center would be a 72,000-attendance event where attendees all have tickets for entry to the event. A project design

feature has been added that precludes the Event Center Project Applicant from holding a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance would exceed 72,000 (e.g., Event Center attendance over 52,000 and maximum STAPLES Center attendance of 20,000). Thus, the combined concurrent attendance would not exceed that analyzed for the Event Center in the Draft EIR. Refer to Project Design Feature B.2-3 provided in Subsection IV.B.2 of Section II, Corrections and Additions, of this Final EIR.

### **Comment No. 27-22**

In addition, the Project's assumptions as to arrival and departure times, which are critical to the potential impact on Dodger Stadium, may be subject to change as a result of parking supply issues at the Event Center. The Event Center will include only 6,670 on-site parking spaces at buildout, compared to the total estimated peak demand of 30,477 parking spaces during weekend events and 27,174 parking spaces during weeknight events. (Draft EIR, Table IV.B.2-6, p. IV.B.2-14.) The Project relies on existing off-site parking spaces within a 20 minute walk to meet the total parking demand. (Draft EIR, p. IV.B.2-5.) Before and after an event at the Event Center, tens of thousands of Event Center patrons will be walking to and from their cars in the Project's identified Parking Supply Area, which extends from 4th Street on the north, Broadway to the east, Adams Boulevard on the south, and the I-110/SR-110 Freeway to the west. (Draft EIR, p. IV.B.2-3.) Although the Project proposes to implement street closures in the immediate area of the Event Center to lessen pedestrian-vehicle conflicts, because the parking supply is dispersed, there will likely be impacts to traffic flow on many of the surface streets in the identified Parking Supply Area. The traffic impacts of this substantial increase in pedestrian flow, combined with large numbers of vehicles leaving parking lots in the area, do not appear to have been studied in the traffic analysis in the Draft EIR, and thus the assumptions on arrival and departure times need further analysis.

### **Response to Comment No. 27-22**

The Draft EIR includes a comprehensive analysis of parking, not only for the Proposed Project, but also for the Convention Center and L.A. LIVE (refer to Section IV.B.2, Parking, in the Draft EIR). A key element of the transportation strategy for the Proposed Project is to limit the number of additional parking spaces provided on-site, due to the considerable and adequate supply of parking already available in the Downtown Area (refer to pages IV.B.1-162 to 1-164, of Section IV.B.1, Transportation, of the Draft EIR). The Proposed Project will require an estimated 20,964 parking spaces for a weekend events and 20,874 spaces for a weekday event. When combined with parking needs for an event at the Convention Center and L.A. LIVE, a total of 30,477 spaces and 27,174 spaces would be needed for weekend and weekday conditions, respectively. The analysis demonstrated that this parking demand can be adequately accommodated by the

proposed on-site supply and the parking supply in the adjacent downtown area (refer to Table IV.B.2-6 on page IV.B.2-14. in Section IV.B.2 Parking, of the Draft EIR).

The Draft EIR included a comprehensive analysis of pedestrian circulation (refer to Section IV.B.3, Pedestrian Circulation and Bicycle and Pedestrian Safety, of the Draft EIR). Parking will be dispersed over a considerable area of downtown within a 20-minute walk distance. The downtown street grid system offers many different routes for pedestrian travel between parking areas and the stadium. For each block away from the stadium, the street grid system provides an increasing number of possible pedestrian routes; therefore, the number of pedestrians at any given location drops significantly with distance from the Project Site. For example, the estimated pedestrian volumes five blocks from the project site are, on average, about 75 percent less than one block from the site. With the considerably dispersed parking locations and the many pedestrian route options offered by the street grid, conflicts between traffic and pedestrians are expected to be minimal in locations away from the Project Site. Even if the Commenter is correct with regard to the contention of vehicle delays, then the proportion of patrons arriving or leaving in the pre-event hour and post-event hour would be lower (and peak traffic impacts less) than identified in the Draft EIR, so the Draft EIR analysis would be conservative. The parking supply conditions are, therefore, not expected to be a determinant of the proportion of attendees arriving and departing during the pre-event and post-event hours. The Transportation Management Plan will identify locations where traffic control officers will be deployed, as necessary, to control traffic and pedestrians at intersections. No further analysis is necessary.

### **Comment No. 27-23**

#### **C. Additional Analysis and Project Design Features are Necessary to Fully Evaluate and Address the Potential Traffic Impacts of the Proposed Project**

The analysis of traffic impacts created by the Project in the Draft EIR should be revised to include more conservative assumptions about Event Center patrons' mode of transit, and the arrival and departure rates. The revised analysis should also include more intersections, freeway segments, and on- and off-ramps across an expanded study area, in order to adequately evaluate the Project's impacts on Dodger Stadium. Finally, Saturday evening and Sunday evening event scenarios should also be evaluated. Given the potential for regular overlap between events at Dodger Stadium and the Event Center, this revised traffic analysis should include a full-attendance Dodgers game as part of the baseline to fully disclose the potential impacts of the Project.

**Response to Comment No. 27-23**

This comment repeats earlier comments in Letter No. 27 and have been responded to earlier. Refer to Response to Comment Nos. 27-7, 27-9, 27-11, 27-12, 27-13, 27-14, 27-16, and 27-18. As noted in various Responses to Comments, following discussions between the Dodgers and the Event Center Applicant, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the development of operational measures for the occasions when concurrent events do occur regardless of time or day of the concurrent events.

**Comment No. 27-24**

As noted above, discussion is included in the Draft EIR about preventing concurrent events at the Event Center and Staples Center in order to avoid traffic impacts. As Staples Center has far less capacity than Dodger Stadium, it is also reasonable to add a condition that no full-attendance events such as NFL games or soccer matches will be scheduled at the Event Center at the same time as a baseball game or other event at the Dodger Stadium Property. Such a condition should be included as a mitigation measure or project design feature to ensure that the Dodger Stadium Property is fully protected from negative traffic impacts of the proposed Project.

**Response to Comment No. 27-24**

STAPLES Center is immediately adjacent to the Proposed Project, and concurrent ticketed events at the Event Center and STAPLES Center would be limited to a combined attendance of 72,000. Refer to Project Design Feature B.2-3 of Subsection B.2 of Section II, Corrections and Additions, of this Final EIR. Moreover, it would be infeasible to hold such concurrent events with a combined attendance of more than 72,000 because parking demands for suite, premier, and VIP parking could not be accommodated simultaneously by the on-site parking supply. There is no overlap between the Farmers Field parking supply and the Dodger Stadium parking supply, so there is no such need to prohibit a concurrent event at the Proposed Project and at Dodger Stadium.

**Comment No. 27-25****II. The Draft EIR's Statements about the Dodger Stadium Property are Not Accurate**

The Draft EIR acknowledges that the Dodger Stadium Property has been discussed as a possible NFL location, and then includes a discussion of Dodger Stadium as part of the section entitled Alternatives Considered but Rejected as Infeasible. (Draft EIR, p. V-21 to 22.) As discussed below, the Draft EIR improperly characterizes the Dodger Stadium

Property in determining that it is infeasible as an NFL stadium site. These mischaracterizations should be corrected in the Final EIR.

The Dodger Stadium Property is centrally located close to Downtown Los Angeles. As noted above, since Dodger Stadium opened 50 years ago, nearly 150 million fans have attended events at Dodger Stadium. The Draft EIR's characterization of alleged access constraints at the Dodger Stadium Property should be corrected. The Dodger Stadium Property is located near several major freeways: the Pasadena Freeway (SR-110) is located adjacent to the Dodger Stadium Property to the east, the Golden State Freeway (I-5) is located approximately one-half mile north of the Dodger Stadium Property, the Glendale Freeway (SR-2) is located approximately one mile northwest of the Dodger Stadium Property, and the Hollywood Freeway (US-101) is located less than one half mile south of the Dodger Stadium Property. Access to the Dodger Stadium Property is currently provided via four gates – Sunset Gate (Gate A, accessed via Elysian Park Avenue), Golden State Gate (Gate C, accessed via Academy Road), Academy Gate (Gate D, accessed via Academy Road), and Downtown Gate (Gate E, accessed via Stadium Way/Pasadena Freeway) – with a fifth gate, Scott Gate (Gate B, accessed via Scott Road), used for large crowds.

The Draft EIR states that, due to alleged access constraints at the Dodger Stadium Property, “high levels of congestion often occur immediately following the end of a game.” (Draft EIR, p. V-22.) The Dodgers, however, have instituted extensive measures including payments to LADOT for traffic control officers for intersections around the Dodger Stadium Property, which are neither acknowledged in the Draft EIR nor included in the proposed mitigation measures for the Project. Moreover, as the Draft EIR criticizes other properties, it proposes significant levels of congestion for the new Project. As the Draft EIR itself notes, “[b]ecause stadiums provide capacity for large numbers of people to gather, they create high peaks of travel demand which typically cause temporary ‘peaked’ impacts for a short period of time on the transportation system. Further, it is not practical or feasible to provide additional freeway or roadway infrastructure improvements just to handle event traffic for short periods of time. Transportation impacts at Event Centers and stadiums due to these temporarily high peaks are therefore normal, are typically expected, and are generally accepted by event attendees.” (Draft EIR, pp. I-27 to I-28.)

Another inconsistency is found in the characterization of the need for parking structures. The Draft EIR states that a large portion of the existing surface parking lot would be lost to parking structures if an NFL stadium is built, which would displace a large number of existing parking spaces. (Draft EIR, p. V-21 to 22.) Yet the whole LA Live complex was built on properties that began as surface parking lots around Staples Center, which has been a tremendous improvement for Los Angeles. Indeed, two new parking structures are proposed as part of the Event Center Project. (Draft EIR, p. IV.B.2-11.) It is wrong for the

Project to assert that replacing surface parking with structures is a feature that makes this an infeasible alternative site to be considered.

Finally, the Dodger Stadium Property can offer significantly more parking today than the Event Center. As noted above, the Draft EIR states that only 1,112 net new spaces are being added, and at buildout, the Event Center will have only 6,670 on-site parking spaces. (Draft EIR, p. II-8.) The remainder of the parking spaces are off-site within twelve parking zones located within the large area bounded by 4th Street on the north, Broadway on the east, Adams Boulevard on the south, and the I-110/SR-110 Freeway to the west. (Draft EIR, p. IV.B.2-3.) As further characterized in the Draft EIR, these parking zones include off-site parking within a 20-minute walking distance of the Event Center. (Draft EIR, p. IV.B.2-3.) In comparison, visitors to the Dodger Stadium Property currently have nearly 20,000 close-in parking spaces all under its direct control.

The proposed Project also has an objective of promoting sports and entertainment uses for Los Angeles. For 50 years, the Dodger Stadium Property has been meeting this goal. The Dodger Stadium Property is an ideal location for sports and entertainment facilities and these misstatements must be corrected in the Final EIR.

### **Response to Comment No. 27-25**

The discussion of Dodger Stadium has been revised in response to the comment. Refer to Subsection IV.A, Subsection V, and Subsection Appendix H, of Section II, Corrections and Additions, of this Final EIR.

### **Comment No. 27-26**

## **III. Conclusion**

We look forward to responses to these comments, including the additional analysis requested to fully identify impacts to the Dodger Stadium Property, proposed mitigation measures and improvements to address those impacts such as the scheduling prohibition identified above, and the opportunity to resolve all of the issues in a satisfactory manner either informally or through a non-binding mediation. Again, this letter is not written in opposition, but instead to ensure that the proposed Project is truly a positive addition to Los Angeles and does not take away from the success and continued operation of the iconic Dodger Stadium and its surrounding properties. We appreciate your consideration and look forward to working with you and the Project Proponents to achieve these goals.

**Response to Comment No. 27-26**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 28**

Anonymous1

**Comment No. 28-1**

Please make it mandatory for season ticket holders to take the metrolink train! There is already too much congestion downtown and on all the freeways downtown!

**Response to Comment No. 28-1**

Season ticket holders cannot be compelled to take Metrolink to events at Farmers Field. Metrolink is one transit option that patrons will have, in addition to other transit modes. The Draft EIR places a heavy emphasis on the use of all transit modes to reduce the number of auto trips (refer to pages I-32 to I-38 and I-50 to I-53 in Section I, Summary, of the Draft EIR).

**Comment Letter No. 29**

Anonymous2

**Comment No. 29-1**

This will be a great project for the City, great for jobs for area residents and it will revive the convention center.

**Response to Comment No. 29-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 30**

Anonymous3

**Comment No. 30-1**

- The Draft EIR considers Economic Impacts but it would be beneficial to also consider economic benefits to the surrounding communities, such as Pico-Union. For example, how can AEG or the Farmers Field help businesses capitalize from the future patrons?

**Response to Comment No. 30-1**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Please refer to Appendix H to the Draft EIR for information regarding the projected economic and fiscal benefits of the project, including increased County and municipal tax revenues, increased spending in the City and the County, and job creation during the construction and operation of the Project.

**Comment No. 30-2**

- Possible programs and design elements to consider to benefit surrounding communities—wayfinding, streetscape improvements on Pico Blvd beyond Albany Street, marketing efforts to highlight small businesses in Pico Union and partnership with community-based organizations and Byzantine Latino Quarter Business Improvement District.

**Response to Comment No. 30-2**

A Community Benefits Agreement has been included as part of the Development Agreement for the Proposed Project. The Community Benefits Agreement will include various programs and design elements for the community.

**Comment Letter No. 31**

Anonymous4

**Comment No. 31-1**

will there be tailgating allowed on game days? If so, where will it be located? IS this addressed anywhere in the report?

**Response to Comment No. 31-1**

Traditional tailgating activities within all parking facilities that are under the direct control of the Applicants are prohibited under the Proposed Project. Specifically, the Specific Plan for the Project will regulate the consumption of alcohol and will not allow the consumption of alcohol in parking facilities. Though this cannot be guaranteed by the Lead Agency, the Event Center Applicant has stated that they will provide a free-to-the-public on-site fan experience for every NFL game. This includes providing local restaurant favorites through a RFP process where a “taste of L.A.” is established as well as licensed and permitted beer gardens in designated areas. These permitted beer gardens would be for persons 21 and older.

**Comment Letter No. 32**

Anonymous5

**Comment No. 32-1**

When will it be completed?

**Response to Comment No. 32-1**

As stated on page II-62 of Section II, Project Description, of the Draft EIR, the Proposed Project would be constructed in phases over approximately five years. While it has been the Event Center Applicants' intention to complete construction by mid- to late 2016, for the purposes of a conservative analysis the Draft EIR analyzes construction completion in 2017 in the event of possible delays.

**Comment Letter No. 33**

Anonymous6

**Comment No. 33-1**

Will AEG coordinate the events to mitigate traffic and parking issues, e.g. no concert at Nokia or basketball at Staple on the football day?

**Response to Comment No. 33-1**

The Proposed Project will implement a project design feature that precludes the Event Center Applicant from holding a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance is more than 72,000. Refer to Project Design Feature B.2.3 of Subsection IV.B-2 of Section II, Corrections and Additions, of this Final EIR. There will be an event coordination plan as part of the TMP that will address transportation management and operations procedures for simultaneous events that might occur. There may be an event at STAPLES Center and Farmers Field on the same day, but at different times. Simultaneous events could occur at Farmers Field and the Convention Center or at Nokia Theatre L.A. LIVE, and the DEIR transportation analysis (DEIR Section IV.B, Transportation) addressed those possibilities.

**Comment Letter No. 34**

Anonymous7

2 Poor 2 Be Recognized

**Comment No. 34-1**

Another playground for the Rich. What are you (The City & A.E.G.) going 2 build for poor folks.

**Response to Comment No. 34-1**

This comment does not raise any issues requiring response. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 35**

Eric Ares  
1009 W. 22nd St.  
Los Angeles, CA 90007

**Comment No. 35-1**

As a community resident who was born and raised in a community immediately adjacent to the site of the proposed project, I want to comment on both the length and size of the EIR and the minimal amount of time given for residents like myself to review, analyze, and comment on the EIR.

The bottom line is this: 45 days is simply a grossly insufficient amount of time to read and comment on 10,000 pages of complex analysis. For folks in my community, this represents a distorted form of public input and engagement.

**Response to Comment No. 35-1**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 35-2**

The proposed project will have a massive impact on my neighborhood, my community, and my family. However, when I look around in this room, I hardly see any community residents. I am neither for nor against the stadium. However, if the stadium is to be built, it CANNOT come at the expense of the health and livelihood of those who would be most impacted by the project – those living in the immediately surrounding community.

**Response to Comment No. 35-2**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 35-3**

I also find it incredibly problematic that the issue of potential displacement of residents is hardly brought up in the document – if at all. I lived through the construction of the Staples

Center and L.A. Live. I KNOW that housing displacement and gentrification played a huge role during the construction of those projects, and I KNOW that they will play a role if these projects were to move forward. AEG and the City of Los Angeles cannot pretend like they aren't aware of this.

Instead of ignoring this issue, what is needed is frank discussion on how the project will affect displacement, and how we can ensure that the stadium benefits ALL of Los Angeles, not just AEG and the wealthy.

**Response to Comment No. 35-3**

There will be no residential displacement from the development of the Proposed Project. Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project.

**Comment Letter No. 36**

Martha Arguella  
PSR-LA  
617 S. Olive  
Los Angeles, CA 90014

**Comment No. 36-1**

Inadequate EIR – and compliance with SB 292

**Response to Comment No. 36-1**

Please refer to Topical Response No. 4, Adequacy of the Draft EIR, regarding the adequacy of the Draft EIR and Topical Response No. 5, Senate Bill SB 292, regarding SB 292.

**Comment Letter No. 37**

Robert Atwell  
The Atwell Group

**Comment No. 37-1**

How does the report quantify 26 NFL events on an annual basis when the average NFL schedule is approximately 10 home games including preseason competition?

**Response to Comment No. 37-1**

The 26 NFL events include potential games for up to two NFL teams, plus playoffs and a potential Super Bowl game.

**Comment No. 37-2**

With approximately 62% of the available parking more than 10 minutes from proposed site, what effect if any will this have on attendance at major events? Lower attendance over time will effect cap revenue and resulting tax revenue impact on city. Are there any alternative plans for increasing available parking closer to the planned venue?

**Response to Comment No. 37-2**

There will be little effect anticipated on attendance at major events due to the fact that approximately 62 percent of the available parking will be more than a 10-minute walk from the Event Center. Many other stadiums have parking in the 10- to 20-minute walk range (refer to pages 4-29 to 4-32 in Appendix I.1, DEIR Transportation Study, of the Draft EIR). Other than 1,112 additional spaces in the immediate project area, there are no plans to increase parking supply, as a considerable and adequate supply of parking already exists in the Downtown Area.

**Comment Letter No. 38**

Tom Bateman  
Bring Back the Los Angeles Rams  
121 W. Rose Ave.  
Orange, CA 92867

**Comment No. 38-1**

I come from Orange County and will use mass transit to get to Farmers Field

This project takes great measures to protect the environment.

Mass transit is the answer and Farmers Field will encourage fans to use transportation alternatives.

Please approve the EIR.

**Response to Comment No. 38-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 39**

Charisse Bremond  
Brotherhood Crusade  
200 E. Slauson Ave.  
Los Angeles, CA 90011

**Comment No. 39-1**

I would like to thank the City of Los Angeles for producing a thorough Draft Environmental Impact Report. It is clear that the city and applicant have analyzed all possible project impacts.

The over 170 mitigation measures identified in the DEIR will ensure that many project impacts are reduced or eliminated. The commitment to reduce to zero the net emissions of greenhouse gases from private automobile trips to the event center and additional measures to reduce the number of auto trips to Farmers Field so that it is the best in the nation, all create a game changer in stadium development.

This project will result in significant job creation at a time when our region needs it the most and when families are hurting for opportunities.

I strongly support this project.

**Response to Comment No. 39-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 40**

Colin Brown  
Carpenter's  
420 San Pedro St., Apt. 330  
Los Angeles, CA 90013

**Comment No. 40-1**

I'm in full support of project

Maybe I could get a job when I retire

**Response to Comment No. 40-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 41**

Russell Brown  
547 S. Spring St., Apt. 314  
Los Angeles, CA 90013

**Comment No. 41-1**

Support the project.

**Response to Comment No. 41-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 41-2**

Expand transportation options especially at Pico/11th, 7th & Hill, Washington.

STREETCAR, STREETCAR!!

**Response to Comment No. 41-2**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The L.A. Streetcar is a separately planned project that is under study and is not currently approved, programmed, or funded.

**Comment Letter No. 42**

Rachel Bryant  
rachelbryantpark@gmail.com

**Comment No. 42-1**

I am a resident of the Silver Lake community of Los Angeles, living right off the 101 Freeway at Alvarado. I am dismayed by the fact that plans for Farmers Field include the possibility of expansion of the 101 Freeway; and even more so by the fact that AEG is merely contributing \$2.4 million for the engineering study; if the stadium is approved, the actual expansion of the freeway is left to the taxpayers to fund, which I think would be a gross misuse of taxpayer funds at a time when the LAUSD is in crisis, funding for the Metro-Westside expansion is evaporating, and city traffic is as terrible as ever.

**Response to Comment No. 42-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for their review and consideration.

**Comment No. 42-2**

Adding a lane to the 101 North would be short-sighted and foolhardy. It is silly to think that expanding the freeway would lead only to its use on game days, it would encourage additional freeway use every day at a time when the amount of carbon emissions are reaching critical mass. Now is the time to aggressively expand public transportation and encourage pedestrians and bicycle riding, not expand our freeways.

Additionally, the corridor of proposed expansion is already very narrow, and an additional lane would not be feasible without major grading projects and even closer encounters with the surrounding neighborhood.

**Response to Comment No. 42-2**

The Draft EIR proposes a monetary contribution to fund further studies for the widening of the US-101, a project that has been discussed by regional planning agencies for many years. This project would provide everyday benefits by reducing auto congestion on the westbound stretch of US-101 west of the four-level interchange, on the northbound SR 110 approaching the four-level interchange, and on the northbound SR-110 to westbound US-101 connector through the four-level interchange (refer to Mitigation Measure B.1-25 on page I-49 of Section I, Summary, of the Draft EIR for more information). The studies paid for with the Proposed Project's monetary contribution will determine the

improvement project's engineering needs. However, preliminary indications are that the improvement project would require minimal widening and have nominal impacts. The Draft EIR identifies a range of measures to increase non-auto use (transit, bicycle, and pedestrian options) and reduce automobile trips (refer to pages I-32 to I-53 in Section I, Summary, of the Draft EIR).

**Comment No. 42-3**

Please consider the thousands of families who will be impacted by the construction, pollution, and traffic gridlock. Think of what is best for all citizens of LA, not just the richest.

**Response to Comment No. 42-3**

Construction air quality impacts are addressed in the Draft EIR. The Draft EIR concluded that the Project would generate significant regional VOC, CO, and NO<sub>x</sub> impacts during the most intense construction activities, even with incorporation of all feasible mitigation measures. From a localized standpoint, in which residents within the Project vicinity could potentially be impacted by construction emissions, localized construction emissions were compared to the SCAQMD localized screening thresholds, and it was determined that localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions were less than significant. NO<sub>x</sub> construction emissions exceeded the SCAQMD screening threshold and, therefore, detailed dispersion modeling was conducted. As shown in Table IV.F.1-17, Mitigated Proposed Project—Maximum Ambient Construction NO<sub>2</sub> Pollutant Impacts, on page IV.F.1-79 of Section IV.F.1, Air Quality, of the Draft EIR, hourly localized NO<sub>2</sub> impacts would be less than significant for residences in close proximity of the Project site. With the exception of Ritz-Carlton Residences at L.A. LIVE (referred to as Maximum Residential in the table), annual NO<sub>2</sub> concentrations at residences in close proximity to the Project site would be less than significant during construction of the Proposed Project. Please note that the Proposed Project would also result in less-than-significant construction health risk impacts (acute, chronic, and carcinogenic).

From a construction traffic standpoint, please refer to pages IV.B.1-146 through IV.B.1-158 and IV.B.1-184 through IV.B.1-185 of Section IV.B.1, Transportation, of the Draft EIR.

**Comment Letter No. 43**

Indon Chung  
indonchung@gmail.com

**Comment No. 43-1**

1. Create two right turn lanes on 9th st going to Flower St.
2. Create two right turn lanes on Flower St going to Olyrnpic Blvd.

I think this will reduce many traffic on 9th St between Figueroa and Flower st.

**Response to Comment No. 43-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. This issue will be discussed with LADOT and be evaluated as potential temporary event traffic operations measures in the Transportation Management Plan. However, the measures are not needed to reduce any significant impacts of the Proposed Project.

**Comment Letter No. 44**

Richard Davis  
8630 Balcom Ave.  
Northridge, CA 91325

**Comment No. 44-1**

of all the people in L A county, It needs to be determined how many people want and how many people do not want a stadium built in downtown Los Angeles. Not by the Developers, but by the public of L A.

**Response to Comment No. 44-1**

This comment does not raise any environmental issues that are addressed under CEQA. However, it is noted that the Applicants do not determine whether the Proposed Project is approved. The Lead Agency, the City of Los Angeles, makes that determination.

**Comment Letter No. 45**

Joyce Dillard  
dillardjoyce@yahoo.com

**Comment No. 45-1**

We see violations of DUE PROCESS.

The LEAD AGENCY listed on the State Clearinghouse records for 2011031049 is the CITY OF LOS ANGELES.

This is an incorrect LEAD AGENCY from past filings.

The original use of the property was for a MUNICIPAL AUDITORIUM, ARENA, OR SPORTS CENTER, OR FACILITIES IN CONNECTION WITH ANY SUCH MUNICIPAL AUDITORIUM, ARENA, OR SPORTS CENTER, per Ordinance 46429, adopted April 12, 1951.

The Board of Recreation and Parks Commission and, later, the Municipal Auditorium Commission had jurisdiction over the facility and the revenue.

Since that time there appears to be Case ZA-19\*\*-18221 listed that may have significance to this EIR.

The transfer was made to the LOS ANGELES CONVENTION AND EXHIBITION AUTHORITY COMMISSION from the MUNICIPAL AUDITORIUM COMMISSION.

The Site was approved under:

**Project Name: North Hall Development-Los Angeles Convention and Exhibition Center**

Lead Agency: Municipal Auditorium Department  
State Clearinghouse No. Unknown

Negative Declaration was approved by the CONVENTION AND EXHIBITION AUTHORITY COMMISSION on May 21, 1980 Resolution No. 331.

Negative Declaration was approved by the CITY COUNCIL on June 6, 1980, Council File 80-0779.

**Project Name: LOS ANGELES CONVENTION CENTER EXPANSION**

Lead Agency: Municipal Auditorium Department

State Clearinghouse No. 1986012210

Documents filed with State: EIR and NOD

EIR DESCRIPTION:

*The City of Los Angeles proposes to increase the size of the Los Angeles Convention Center to meet current demand for exhibit and meeting space, and major national and international events to Los Angeles.*

NOD DESCRIPTION:

*Addtn of exhibit halls, meeting rooms & related facilities*

NOTICE OF DETERMINATION stated:

- *The project will have a significant effect on the environment*
- *An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.*
- *Mitigation measures were made a condition of the approval of the project.*
- *A Statement of Overriding Considerations was adopted for this project.*

Final Environmental Impact Report was approved by the LOS ANGELES CONVENTION AND EXHIBITION AUTHORITY COMMISSION on July 1, 1986 Resolution 286.

Final Environmental Impact Report was approved by the CITY COUNCIL on October 17, 1986,CFI 86-1290.

**Project Name: CONVENTION CENTER AREA COMPLEX**

Lead Agency: Community Redevelopment Agency

State Clearinghouse No. 1996091061

Documents Filed with State: NOP and EIR

NOP DESCRIPTION:

*25-acre site for sports/entertainment arena*

EIR DESCRIPTION:

*25-acre site for sports/entertainment arena*

Final Environmental Impact Report was approved by the CITY COUNCIL on October 21, 1997, Council File 96-1590-S1.

There is a reference that the COMMUNITY REDEVELOPMENT AGENCY also approved the Final Environmental Impact Report before CITY COUNCIL.

Los Angeles Sports and Entertainment Complex Mitigation Monitoring Plan was adopted.

There is reference to:

*Environmental Indemnity Agreement between the Venture, Agency, City and Los Angeles Convention Center authority relative to the City owned properties that will be conveyed to the Venture - (Exhibit 6)*

We do not believe that SB 292 replaces CEQA responsibility for the Lead Agency; and we see no Council Approval for designation from the original Lead Agency.

**Response to Comment No. 45-1**

The lead agency for the Proposed Project was identified per Section 15051, Criteria for Identifying the Lead Agency, of the CEQA Guidelines. Specifically, Section 15051 of the CEQA Guidelines states the following:

“Where two or more public agencies will be involved with a project, the determination of which agency will be the lead agency shall be governed by the following criteria:

- (a) If the project will be carried out by a public agency, that agency shall be the lead agency even if the project would be located within the jurisdiction of another public agency.
- (b) If the project is to be carried out by a nongovernmental person or entity, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole.
  - (1) The lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide a public service or public utility to the project.

- (2) Where a city rezones an area, the city will be the appropriate lead agency for any subsequent annexation of the area and should prepare the appropriate environmental document at the time of the rezoning. The local agency formation commission shall act as a responsible agency.
- (c) Where more than one public agency equally meet the criteria in subdivision (b), the agency which will act first on the project in question shall be the lead agency.
- (d) Where the provision of subdivisions (a), (b), and (c) leave two or more public agencies with a substantial claim to be the lead agency, the public agencies may by agreement designate an agency as the lead agency. An agreement may also provide for cooperative efforts by two or more agencies by contract, joint exercise of powers, or similar devices.”

The Los Angeles Convention Center is owned and operated by the City of Los Angeles.<sup>28</sup> In addition, as described in Section II, Project Description, of the Draft EIR, the Project Site is regulated by the City of Los Angeles’ Central City Community Plan and the City of Los Angeles Municipal Code zoning regulations. Based upon these considerations, in accordance with Section 15051 of the CEQA Guidelines, the City of Los Angeles was designated as the appropriate lead agency. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 45-2**

SB 292 was chaptered on September 27, 2011.

The incorporation dates for the Applicants are:

#### **L.A. EVENT CENTER, LLC**

Incorporated in the State of Delaware 1/7/2011

Corporation No 4924748

and

Incorporated in the State of California 3/24/2011

Corporation No 201108310206

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<sup>28</sup> *Los Angeles Convention Center. About Us. Website [www.lacclink.com/lacclink/About\\_Us.aspx](http://www.lacclink.com/lacclink/About_Us.aspx); accessed August 17, 2012.*

**L.A. CONVENTION HALL, LLC**

Incorporated in the State of Delaware 6/28/2011

Corporation No 5003798

And

Incorporated in the State of California 1/20/2012

Corporation No 201203510313

L.A. CONVENTION HALL, LLC was not in business, in the State of California when SB 292 became law.

**Response to Comment No. 45-2**

The comment does not raise an environmental concern regarding the Draft EIR or the Proposed Project; therefore, no response is required. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 45-3**

In this Draft EIR is the CONVENTION AND EVENT CENTER SPECIFIC PLAN, which is not in the definition in the SB 292 language and should be treated separately. Land Use is an Element of the General Plan, as are Specific Plans and Community Plans. This Draft EIR does not fall under that category.

Language reads:

*The proposed Vesting Zone Change or Zone Change would involve a zone change for the entire Project Site from PF (Public Facilities) and C2 (Commercial) to CECSP (Convention and Event Center Specific Plan). The Public Facilities land use designation for the Project Site, as defined in the Central City Community Plan, would remain unchanged. However, the portion of the Project Site designated as Regional Commercial would be changed to Public Facilities and the land use legend within the City's General Plan Land Use Map for the Central City Community Plan area would be revised such that the zones listed as corresponding to the Public Facilities designation would include the CECSP Zone. Additionally, a footnote would be added to the Land Use Map for the Central City Community Plan area. The new footnote, Footnote 15, would read as follows:*

*"The Convention and Event Center Specific Plan Zone (CEC) shall be a corresponding zone with respect to the Public Facilities land use designation and, notwithstanding the above*

*footnotes, the FAR, height and other development standards within the Convention and Event Center Specific Plan area zoned CEC shall be those set forth in the Convention and Event Center Specific Plan.” This footnote would only apply to those areas of the Central City Community Plan area rezoned as CECSP (i.e., the Project Site).*

Parking Garages language reads:

*Two parking garages would be constructed west of L.A. Live Way to replace the existing Bond Street Parking Lot, the existing Cherry Street Garage, and the parking that is currently located beneath the existing West Hall, and to provide additional parking to support the new on-site development. Existing parking within the boundaries of the proposed Specific Plan area totals 5,558 parking spaces. This would increase to 6,670 parking spaces under the Proposed Project, a gain of 1,112 parking spaces. One of the two new parking garages, the L.A. Live Way Garage, would replace the existing Cherry Street Garage, and provide a total of 2,950 parking spaces.*

### **Response to Comment No. 45-3**

The Project and the proposed Convention and Event Center Specific Plan (“Specific Plan”) meet the definitions set forth in SB 292 regarding the project that is subject to SB 292 and the project approvals that may be required. The Specific Plan sets forth a set of development standards under which the Proposed Project must be in compliance with.

Section 15378(a) of the State CEQA Guidelines defines a “Project” as, “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” The term “project” refers to the activity which is being considered for approval and which may be subject to several discretionary approvals by governmental agencies. The term “project” does not mean each separate governmental approval and must include all phases of project planning, implementation, and operation. In accordance with this CEQA requirement the Draft EIR analyzes the “whole of the action” which includes the Proposed Project implementation tool (Specific Plan) and State law requirements specific to the Proposed Project (SB 292).

### **Comment No. 45-4**

Council File 95-0885 designates the use of Community Development Block Grants for Public Improvements rather than Housing Projects. Special Parking Revenue Fund is also included for use of these projects.

**Response to Comment No. 45-4**

The comment does not raise any environmental issues. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 45-5**

The City of Los Angeles INTEGRATED RESOURCES PLAN, certified in December 2007, is now obsolete. There have been changes to that Plan since certification. In particular, the following report:

The Donald C. Tillman Water Reclamation Plant In-Plant Storage Project Environmental Assessment, US Army Corps of Engineers, August 9, 2011 mentions significant changes to the SEWAGE SYSTEM.

**In Section 1 Introduction 1.1 Overview**

*In 2007, the City implemented measures to reduce the amount of nitrogen compound discharged from its water reclamation plants as mandated by the Los Angeles Regional Water Quality Control Board ("Nitrogen Compounds and Related Effects Total Maximum Daily Load (TMDL) for the Los Angeles River Watershed", an amendment to the Los Angeles River Water Quality Control Plan).*

*The City now proposes to construct two 7.6 mg basins (proposed project) within the plant's bermed area to temporarily store 15.2 mg of primary treated wastewater during periods of peak wet weather flows. The basins would be in lieu of the 60 mg tank envisioned in the IRP....*

*Since the IRP EIR, the City has reviewed and analyzed the wastewater system needs further. In January 2008, the City prepared the Flow Equalization and Tertiary Filtration Concept Report, which evaluated a number of alternatives to store primary effluent at, or in the vicinity of Tillman, to relieve pressure on the constriction that occurs at the convergence of VORS, AVORS and EVIS, beneath the intersection of Magnolia Boulevard and Kester Avenue. The recommended alternative in 2008 involved the construction of Phase III structures without treatment equipment. Phase III structures would be used for in-plant wet weather storage to relieve the sewer system during substantial storm events by diverting and holding primary effluent for a duration of up to 12 hours, then discharge the effluent back into the AVORS.*

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This report is not used in this Draft EIR and has significant effect on the environment.

### **Response to Comment No. 45-5**

As stated on page IV.K.2-2 in Section IV.K.2, Utilities—Wastewater, of the Draft EIR, “Wastewater generated from the Project Site is conveyed via the local collector sanitary sewer system, described above, directly to the HTP for treatment.” The Project Site is not served by the Donald Tillman Water Reclamation Plant (TWRP). The update to the IRP cited in the comment regarding the TWRP does not affect the design capacities of the Hyperion Treatment Plant (HTP) (450 mgd). Therefore, reference to plans associated with improvements to the TWRP is not applicable or relevant to the Proposed Project or Project Site. The Commenter is also referred to the Wastewater System Technical Report, provided as Appendix X of the Draft EIR, which states the Project Site is served by the HTP.

The comments regarding new measures to reduce the amount of nitrogen compound discharged from water reclamation plants in the updated IRP are noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Note that the Proposed Project would control use of nitrates on the Project Site with implementation of Project Design Feature H.1-3, which states: “The Project Applicants shall control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.”

### **Comment No. 45-6**

We do not see an analysis of TMDL source point discharges for the BALLONA CREEK WATERSHED. What mitigation measures will be used for any abandoned underground storage tanks.

Here is the TMDL list, for reference.:

#### **7-3 Ballona Creek Trash TMDL**

The Ballona Creek Trash TMDL interprets the narrative water quality objective, which is exceeded by the deposition of trash and identifies measures necessary to meet that objective. This TMDL protects the beneficial uses impaired by trash in Ballona Creek, including: water contact recreation (REC-1) and non-contact water recreation (REC-2), warm fresh water habitat (WARM), wildlife habitat (WILD), estuarine habitat (EST) and marine habitat (MAR), rare, threatened or endangered species (RARE), migration of aquatic organisms (MIGR), spawning, reproduction and early development of fish (SPWN), commercial and sport fishing (COMM), shellfish harvesting (SHELL), and wetland habitat

(WET). Regional Board resolution number 2001-014 adopting a Basin Plan amendment to incorporate the Ballona Creek Trash TMDL

Regional Board resolution number 2004-023 revising a Basin Plan amendment to incorporate the Ballona Creek Trash TMDL

(The dividing line between “Ballona Creek” and “Ballona Creek to Estuary” is the point at which the vertical channel walls transition to sloping walls.)

#### 7-12 Ballona Creek Metals TMDL

The Ballona Creek Metals TMDL addresses impairments of water quality due to toxic levels of metals in Ballona Creek and Sepulveda Canyon Channel. This TMDL protects the beneficial uses associated with warm freshwater habitat (WARM), estuarine habitat (EST), marine habitat (MAR), wildlife habitat (WILD), rare, threatened, or endangered species (RARE), migration of aquatic organisms (MIGR), spawning, reproduction, and/or early development (SPWN), commercial and sportfishing (COMM), shellfish harvesting (SHELL), water contact recreation (REC-1), and non-contact water recreation (REC-2).

Regional Board resolution number 2007-015 adopting a Basin Plan amendment to incorporate the Ballona Creek Metals TMDL

Regional Board resolution number R09-003 rescinding Regional Board resolutions R05-006 and R05-007, which incorporated the Los Angeles River and Tributaries Metals TMDL and Ballona Creek Metals TMDL

(The dividing line between “Ballona Creek” and “Ballona Creek to Estuary” is the point at which the vertical channel walls transition to sloping walls.)

#### 7-14 Ballona Creek Estuary Toxic Pollutants TMDL

The Ballona Creek Organics TMDL addresses impairments of water quality caused by toxic pollutants (metals, historic pesticides, PCBs, and PAHs) in Ballona Creek Estuary sediments. This TMDL protects the beneficial uses of Ballona Creek Estuary associated with estuarine habitat (EST), marine habitat (MAR), wildlife habitat (WILD), rare, threatened, or endangered species (RARE), migration of aquatic organisms (MIGR), spawning, reproduction, and/or early development (SPWN), commercial and sport fishing (COMM), shellfish harvesting (SHELL), water contact recreation (REC-1), and non-contact water recreation (REC-2).

Regional Board resolution number 2005-008 adopting a Basin Plan amendment to incorporate the Ballona Creek Estuary Toxic Pollutants TMDL

(The dividing line between “Ballona Creek” and “Ballona Creek to Estuary” is the point at which the vertical channel walls transition to sloping walls.)

#### 7-21 Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL

The Ballona Creek, Ballona Estuary, and Sepulveda Channel Bacteria TMDL addresses water quality impairments due to elevated levels of bacteria in Ballona Creek, Ballona Estuary, and Sepulveda Channel and aims to reduce the risk of illness associated with swimming in waters contaminated with elevated levels of bacteria. This TMDL protects beneficial uses associated with water contact recreation (REC-1), limited water contact recreation (LREC), and non-contact water recreation (REC-2).

Regional Board resolution number 2006-011 adopting a Basin Plan amendment to incorporate the Ballona Creek, Ballona Estuary, and Sepulveda Channel Bacteria TMDL

(The dividing line between “Ballona Creek” and “Ballona Creek to Estuary” is the point at which the vertical channel walls transition to sloping walls)

#### **Response to Comment No. 45-6**

The Ballona Creek Watershed Management Master Plan provides an assessment of existing environmental conditions, establishes goals and objectives to achieve an ecologically healthy watershed, identifies methods to achieve specific water quality improvements, recognizes opportunities for habitat restoration, develops a community-based watershed monitoring plan, and identifies existing and future funding sources for plan implementation.<sup>29</sup> The plan identifies specifics of its particular watershed which is encompassed within the municipal NPDES permit. With regard to individual development projects, the plan calls for implementation of Best Management Practices (BMPs) to reduce contaminants in dry weather flows and stormwater flows and to reduce the volume of stormwater flows. TMDL targets for Ballona Creek apply for the receiving waters as a whole, and they are not directly comparable to the site runoff. With implementation of storm water BMPs, the project is in compliance with municipal NDPEs permit which is the basis of the Ballona Creek water quality plan. As provided in Project Design Feature H.1-2

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<sup>29</sup> *Ballona Creek Watershed Management Plan. Chapter 1, Introduction. September 2004. Website [www.ladpw.org/wmd/watershed/bc/bcmp/masterplan.cfm](http://www.ladpw.org/wmd/watershed/bc/bcmp/masterplan.cfm); accessed August 15, 2012.*

on page IV.H.1-28 of Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR (and as addressed in Section 5.3 of the Surface Water Quality System Technical Report [Appendix P of the Draft EIR]), the Proposed Project would implement Best Management Practices in compliance with NPDES, SUSMP, and LID requirements. These would include pre-treatment, high efficiency biofiltration, and infiltration to remove pollutants of concern (including nitrogen) from stormwater run-off. The additional background information related to Ballona Creek and Estuary TMDLs is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

With respect to the question in the comment regarding what mitigation measures will be used for any abandoned underground storage tanks, the Commenter is referred to Mitigation Measures L-2, L-3, and L-5 on pages IV.L-33 and IV.L-34 of Section IV.L, Environmental Hazards, of the Draft EIR. These mitigation measures, which include tank removal, soil testing and oversight, would reduce impacts related to underground storage tanks to a less-than-significant level. The Commenter is also referred to the Phase I Environmental Site Assessment prepared by Citadel Environmental Services, Inc., included as Appendix AA to the Draft EIR, for further detail regarding this issue.

#### **Comment No. 45-7**

Is there fracking and what is the effect on the environment and the groundwater as well as the wasteload in the US receiving waters.

#### **Response to Comment No. 45-7**

The Proposed Project will not employ the use of fracking either during construction or operation of the Proposed Project, and no fracking currently exists or is proposed on the Project Site.

#### **Comment No. 45-8**

We do not see the reference to AB 162 Wolk incorporating the 200-year floodplain and its effects to the land use, conservation, safety, and housing elements of municipalities' general plans.

**Response to Comment No. 45-8**

AB 162 requires cities to add information regarding flood hazards to the conservation and safety elements of general plans at the time the housing element is updated.<sup>30</sup> It does not apply to individual development projects. Moreover, as discussed in Section IV.H.1, Water Resources—Hydrology and Surface Water Quality, of the Draft EIR (and in Section 2.4 of the Hydrology Technical Report provided as Appendix O of the Draft EIR), the Project Site is located outside of the 500-year floodplain. Therefore, reference to the 200-year floodplain would not be applicable to the Project Site.

**Comment No. 45-9**

We have verbally heard, in a meeting of the LA Convention Center and Exhibition Authority, the proposed use of geothermal energy onsite. We see no mention of this.

**Response to Comment No. 45-9**

On-site geothermal energy is not proposed to be used on-site as part of the Project.

**Comment No. 45-10**

We see no reference or the scientific studies regarding light pollution from signage and ozone.

**Response to Comment No. 45-10**

Pages V.D.2-17 to V.D.2-18, V.D.2-21 to V.D.2-23, V.D.2-27 to V.D.2-28, V.D.2-30 to V.D.2-32, V.D.2-38, and V.D.2-47 of Section V.D.2, Artificial Light and Glare, of the Draft EIR analyzes the potential impacts attributable to the Proposed Project's signage. The conclusion of this analysis is that artificial light impacts attributable to Proposed Project signage are less than significant with the inclusion of the proposed project design features and mitigation measures.

A study conducted by the Cooperative Institute for Research in Environmental Sciences at the University of Colorado at Boulder has concluded that artificial light sources in the context of the City of Los Angeles have only a small effect on ozone levels.<sup>31</sup> As the

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<sup>30</sup> Central Valley Flood Protection Board. *Assembly Bill 162 (AB 162) Compliance Information*. Website [www.cvfpb.ca.gov/AB162\\_compliance.cfm](http://www.cvfpb.ca.gov/AB162_compliance.cfm); accessed August 15, 2012.

<sup>31</sup> Website <http://cires.colorado.edu/news/press/2011/citylights.html>.

Proposed Project's artificial light sources would constitute a small percentage of citywide artificial light sources, it is concluded that the Proposed Project's artificial light sources would have a less than significant impact on ozone levels.

**Comment No. 45-11**

The proposed project is in a Methane Zone.

On the Methane (and other Gases) Mitigation, what is your Plan for reporting, timeframe for inspections and continued compliance? Will you be using an Active or Passive System and at what level?

**Response to Comment No. 45-11**

Please refer to Response to Comment No. 6-5 regarding the various measures to be implemented as part of the Proposed Project in compliance with the City's Methane Seepage Regulations.

**Comment No. 45-12**

What standards will be used (National Fire Academy)?

At what levels will fire, police and emergency services be staffed and what is the anticipated response time under an emergency situation?

How are evacuations handled?

Is the Emergency Dispatch System working properly?

**Response to Comment No. 45-12**

The standards to be used in the construction and operation of the Proposed Project are those of the City of Los Angeles Fire Department which includes, but is not limited to, the City's Fire Code, which is part of the City's Municipal Code. Staffing and facility requirements to address the Proposed Project's impacts with regard to fire, police, and emergency services is set forth in Sections IV.J.1, Public Services—Police Protection, and IV.J.2, Public Services—Fire Protection, of the Draft EIR. These analyses also address potential Project and cumulative impacts with regard to response times by the service providers (i.e., LAPD and LAFD). As discussed therein, staffing for fire, police, and emergency services, evacuations and emergency dispatch will be coordinated with LAPD and LAFD through several project design features and mitigation measures. For example,

as set forth in Project Design Feature J.1-1, a Comprehensive Security Plan will be established. In addition, a Unified Command Center for management and control of a unified command during large special events would also be established within the Project Site. In addition, Mitigation Measure J.1-1 requires a Memorandum of Agreement between LAPD and the Event Center Applicant to ensure appropriate public safety and security deployment by the Applicant's layered security resources (plain-clothed and uniform security officers) such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service. Furthermore, Project Design Feature J.2-6 requires that the Convention Center Applicant and Event Center Applicant develop a first responder communications plan for their respective structures in consultation with, and approved by, the LAFD. Project Design Feature J.2-9 also requires that a Fire Life Safety Resources Management Plan be developed in consultation with, and approved by, the LAFD to address the need for personnel, equipment and facilities. In addition, as stated in Section IV.J.1, Public Services—Police Protection of the Draft EIR, on page IV.J.1-15, additional ongoing training programs will be developed with a specific focus on the California Large Stadium Initiative (CA-LSI), emergency response, evacuation, hazardous devices, Access and Functional Needs population, active terrorist attack response, and natural disaster and special event response.

The analyses conclude that with the implementation of the Applicant's proposed project design features and recommended mitigation measure, Proposed Project impacts with regard to the delivery of routine and emergency police and fire services would be less than significant.

#### **Comment No. 45-13**

South Coast Air Quality Management District has not obtained 1-hour ozone attainment with EPA in the California State Implementation Plan. What monitoring stations will you employ?

#### **Response to Comment No. 45-13**

Consistent with Table IV.F.1-1, Ambient Air Quality Standards, on page IV.F.1-3 of Section IV.F.1, Air Quality, of the Draft EIR, the comment correctly identifies that the South Coast Air Basin is non-attainment for the California 1-hour ozone standard. A detailed discussion of existing air quality conditions was provided in Section IV.F.1, Air Quality, of the Draft EIR. As discussed therein, the Air Basin is divided into 31 source receptor areas (SRAs). The Project Site is located within SRA 1, and the monitoring station most representative of the Project Site is the North Main Street Station, located at 1630 North Main Street in the City of Los Angeles, approximately 3 miles northwest of the Project Site. Please refer to Table IV.F.1-2, Summary of Ambient Air Quality in the Project Site Vicinity,

on page IV.F.1-11 in Section IV.F.1, Air Quality, of the Draft EIR for a summary of ozone monitoring data.

**Comment No. 45-14**

Without monitoring, testing and compliance, the risk to Public Health and Safety is an issue that involves Air Quality, Hazards and Hazardous Material and Nuisances.

**Response to Comment No. 45-14**

The SCAQMD air monitoring network discussed in Response to Comment No. 45-13, has been designed by the SCAQMD in coordination with the US EPA for purposes of demonstrating compliance with ambient air quality standards within the Air Basin. Proposed stationary sources (e.g., boilers, emergency generators, and charbroilers) subject to SCAQMD Rules and Regulations would be required to conduct routine monitoring, testing, and compliance consistent with SCAQMD permitting requirements.

With regard to hazards, construction and operation of the project will comply with regulatory requirements related to hazards and hazardous materials. For example, refer to Response to Comment No. 6-5 regarding the various measures to be implemented as part of the Proposed Project in compliance with the City's Methane Seepage Regulations.

**Comment No. 45-15**

We see a disregard for restroom facility needs for the public outside of the center itself. How are you mitigating the problem.

**Response to Comment No. 45-15**

This comment does not raise any environmental issues that are addressed under CEQA. Nonetheless, adequate restroom facilities would be provided within the Convention and Event Center and within Gilbert Lindsay Plaza when used for events as required by Code or as otherwise as needed.

**Comment No. 45-16**

You did not include the study by Brian Taylor of the UCLA Institute of Transportation:

*An Examination of Recent Ridership Declines Among the Largest U.S. Public Transit Systems.*

**Response to Comment No. 45-16**

The referenced study was not considered to be relevant to the Draft EIR for the Proposed Project. It studied citywide transit ridership in major U.S. cities between 1989 and 1993 and found that the nation's largest transit systems were suffering ridership declines due to budget-related service cuts. Transit ridership to the Downtown Los Angeles Area is much different to the Citywide average (26.2 percent for the downtown area as a whole [Downtown Los Angeles Cordon Count, 2002]), and the Citywide average is not relevant to analysis of the Proposed Project's location in Downtown. Also, as noted in Response to Comment No. 16-22, a more recent study (the 2009 American Community Survey) identified that Los Angeles was one of seven cities nationwide showing the largest increases in transit modal share between 2000 and 2009.

**Comment No. 45-17**

See following page.



TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

Your

FINANCE AND REVENUE

Committee

reports as follows:

RECOMMENDATION

As recommended by the City Administrative Officer, that the accompanying Negative Declaration as approved by the Los Angeles Convention and Exhibition Center Authority as the appropriate environmental document for the proposed construction project for interim expansion at the Convention Center, in accordance with the provisions of the City's California Environmental Quality Act guidelines, BE APPROVED.

That the accompanying agreement between the City of Los Angeles and the Los Angeles Convention and Exhibition Center Authority concerning the use of City funds in advance of the sale of revenue bonds by the Authority for the construction project, BE APPROVED, and that the Mayor be AUTHORIZED to execute the agreement on behalf of the City, subject to the approval of the City Attorney as to form and legality.

STATEMENT OF FINDINGS

The City Administrative Officer reports that the Los Angeles Convention and Exhibition Center Authority Commission has approved a Negative Declaration as the appropriate environmental document for the construction of interim additional exhibition space at the Convention Center.

In addition, the Authority Commission has also approved an agreement between the City and the Authority whereby the City promises to advance \$2 million of City funds pending the sale of revenue bonds by the Authority for construction of the exhibition space.

It is indicated that both documents require Council approval before the project can proceed. The construction schedule established for the project has strict time constraints and anticipates a move-in date of January 1, 1981. As a result, it is imperative that construction of the temporary exhibition space begin as soon as possible after the start of the 1980-81 fiscal year.

It is noted that the Mayor recommends approval of both documents and urges consideration of this matter at the earliest possible date. Accordingly, your Committee submits the above recommendation for Council consideration.

Respectfully submitted,

FINANCE AND REVENUE COMMITTEE

RHB  
6-5-80  
CD 9

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CITY OF LOS ANGELES

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FINANCE AND REVENUE

Committee

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*Mayor (w/ file & agrmts)*

*Adopted*  
**ADOPTED**  
*neg. Dec. adopted*  
**JUN 6 - 1980**

Respectfully submitted,  
FINANCE AND REVENUE COMMITTEE

*M. Priddy*  
*S. Yaroslansky*  
**5/20/80**  
**NEGATIVE DECLARATION**

RHB  
6-5-80  
CD 9

**LOS ANGELES CITY COUNCIL**  
**Said Agreement Is No. 5/20/80**  
**of Contracts:**

**Response to Comment No. 45-17**

Attachment 1 consisting of “City of Los Angeles Council Action 80-0779” dated June 6, 1980, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 1 was also referenced in Comment No. 45-1. As such, please refer to Response to Comment No. 45-1 for additional information.

**Comment No. 45-18**

See following page.

MUNICIPAL AUDITORIUM DEPARTMENT  
LOS ANGELES CONVENTION AND EXHIBITION CENTER

MEMORANDUM

May 21, 1980

*Copies distributed  
to all members  
5/30/80  
by Bill Ashdon*

TO: City Council

FROM: *DW* Dick Walsh, General Manager  
Los Angeles Convention Center

SUBJECT: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)  
APPROVAL REQUIREMENTS - PROPOSED NORTH HALL  
INTERIM EXPANSION, LOS ANGELES CONVENTION  
CENTER

Attached for your consideration is the Initial Study which was completed during the environmental analysis for the proposed North Hall. This document was prepared by the staff of the Municipal Auditorium Department, acting as the lead agency in accordance with City CEQA guidelines, and with the cooperation of the Planning Department and the City Attorney.

A public notice indicating our findings that a NEGATIVE DECLARATION would be recommended as the appropriate environmental document for the proposed North Hall was filed with the City Clerk on April 10, 1980 and was published in the environmental notices section of a daily newspaper on April 13, 1980.

No public comments have been received during the thirty days following publication and no objections to this project on environmental grounds have been received from any person or organization since this project has been under consideration.

Therefore, it is recommended that the Council adopt the ~~NEGATIVE DECLARATION~~ as the appropriate environmental document for North Hall.

CITY OF LOS ANGELES  
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NEGATIVE DECLARATION  
(Article V - City CEQA Guidelines)

DOCUMENT FILED  
City Clerk's Office  
No: MA 233-80  
Certified by BA  
Date: 4-10-80

Council District: 9 April 10, 1980  
Lead City Agency: Municipal Auditorium Department  
Project Title: North Hall Development - Los Angeles Convention and Exhibition Center  
Project Location: City of Los Angeles; 3.7 acre parcel bounded by Figueroa Street, 11th Street, Nagoya Street and Trenton Street North.  
Project Description: Construction of 103,500 gross square feet of building space (exhibition hall - multi use - maximum occupancy 6000); drayage and service yard with 35 event parking spaces. Variance from parking requirements; 986 spaces required - 514 provided.

The Municipal Auditorium Department of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

This project is an expansion to a major convention center complex to provide additional exhibition space, primarily for current and planned events. Increases in total attendance and overall operating requirements will be compatible with existing environment in the project area and related service systems and support facilities.

An Initial Study of all major factors indicating that no significant impacts are apparent which may result from this project is attached.

C. F. # 80-779  
ALL MEMBERS OF THE  
LOS ANGELES CITY COUNCIL  
WILL RECEIVE COPIES OF THIS  
DECLARATION  
DATE 5/30/80 Bill Ashdown  
DEPUTY CITY CLERK

N.C.D. FILED  
Negative Declaration  
6/6/80

Signed Dick Walsh Date Apr 10, 80  
Dick Walsh, General Manager

Form prepared by Chris Simons, Senior Administrative Assistant.

City of Los Angeles  
Municipal Auditorium Department  
1201 South Figueroa Street  
Los Angeles, CA 90015

Environmental Analysis  
North Hall Development - L.A. Convention Center

INITIAL STUDY

This report has been prepared by the staff of the Municipal Auditorium Department with the cooperation of the City Planning Department and the City Attorney for consideration by the Los Angeles Convention and Exhibition Center Authority Commission and the City Council in determining the environmental impacts of the proposed North Hall Development at the Los Angeles Convention Center.

Contents

- A. Project Description
- B. Existing Environment
- C. Environmental Analysis
- D. Staff Recommendation for Negative Declaration
  - Exhibit 'A' - Traffic and Parking Consultant's Report

A. PROJECT DESCRIPTION

I. Site

A 3.7 acre parcel owned by the City of Los Angeles and bounded by Figueroa Street, 11th Street, Trenton Street and Nagoya Street. Property was acquired as part of the original Los Angeles Convention Center (LACC) project and has been retained for related uses.

II. Building and Facilities

Construction of 103,500 gross square feet of building space, drayage and service yard with 35 event parking spaces, and exterior landscaping. One-story construction metal structure; fully fire sprinklered. Maximum building height: 35 feet.

III. Variances, Special Conditions

- a) Building occupancy reduced to 6,000 persons maximum (substantially below typical occupancy for building size)
- b) Variance from parking requirements to provide, by covenant, for use of non-code required parking spaces in LACC and exception from part of requirements. Spaces required: 986; provided in new facility and by covenant: 514; variance: 472.  
(See Sections A, IV Operations; C, III, b. Parking; Exhibit A-Consultant's Report)

IV. LACC Operations

The North Hall will be used primarily as additional exhibit space for recurrent major trade shows, conventions with exhibits and consumer shows which are currently held and/or booked at LACC. Total attendance at these events is increasing steadily. It is not anticipated that the addition of the North Hall facility will substantially increase peak attendance. The additional space will provide existing event attendees with more exhibits during various events and improve utilization rates for LACC.

Due to internal LACC operating policies, marketing plans and support facility capacities, separate new events will not be booked into the North Hall facility unless they are compatible with total attendance, parking and other operating capabilities of the total complex.

Temporary exhibit areas, up to 90,000 square feet, are regularly provided for several large events annually. The need for tents, special structures and the use of ground level covered parking areas will be substantially eliminated when the North Hall becomes operational.

need  
level  
when

Current LACC operations include the use of shuttle buses and other measures to improve transportation, traffic circulation and access during peak attendance events. As a result of experience and ongoing improvements with such measures, the overall impact of the North Hall facility will not be detrimental to the area. It will have a significant positive economic impact on the downtown area.

#### V. Architectural

Two major concepts have been included in the project design. These include:

- (1) Overall structural compatibility with the existing LACC, consisting of metal exterior with similar decoration treatment;
- (2) Variable building line set-backs and extension of building toward northeast portion of the property to improve appearance and reduce visual impact of service areas on major frontage streets and intersections (11th Street at Figueroa, 12th Street at Figueroa).

#### B. EXISTING ENVIRONMENT

The project area is urban-commercial with the Harbor Freeway to the West; transitional housing, light industry and commercial activity (partially blighted) to the North and South; commercial, light industry (partially redeveloped) to the East. The project sight was cleared of buildings approximately twelve years ago and is now vacant. It is not adjacent to other properties and is bounded by streets on all sides of at least 60 feet in width.

This project is compatible with development plans in the area, including the Downtown People Mover.

C. ENVIRONMENTAL ANALYSIS  
for  
North Hall Development -  
Los Angeles Convention Center

FACTOR

IMPACT

I. PHYSICAL FEATURES

a. Major Land Forms (Earth)

Not Significant

The project is located in an improved urban, commercial area with no distinguishing land form. This project will not cause unstable earth conditions, changes in geologic sub-structures; or significant disruption, displacement, composition or overcovering of the soil; or changes in topography or ground surface relief structures, or the destruction, covering or modification of any unique geologic or physical features.

b. Hydrology (Earth)

Not Significant

Will not cause any increase in wind or water erosion of soils, either on or off site and will not affect any beach, watercourse, etc.

c. Subsidence

Not Significant

No drilling or significant excavation will be undertaken.

d. Seismic (Earth)

Not Significant

Will not expose persons or property to geologic hazards such as proximity to earthquake faults, landslide, mudslide, ground failure, etc.

e. Climate and Meteorology (Air)

Not Significant

No significant alteration of air movement, moisture or temperature, or any change in local or regional climate will result from project.  
(Maximum building height, approximately 35 feet)

No significant tunneling effect on Figueroa Street is anticipated since building profile is relatively low and incorporates variable building line set-backs.

f. Vegetation, Animal and Habitat  
(Plant Life/Animal Life)

Not Significant

Property is vacant and barren with the exception of small randomly planted trees on perimeter. Project will provide increased horticultural landscaping. No impact on animal life.

g. Mineral Reserves (Natural Resources)

Not Significant

II. LAND USEa. Land Use and Zoning on Property (Land Use)

Not Significant

Project is entirely compatible with present and planned use of the area

b. Land Use and Zoning on Surrounding Area  
(Aesthetics, Light, and Glare)

## 1. View:

Cumulative -  
Not Significant

Will not obstruct scenic vista or view open to the public and will not create any aesthetically offensive site open to public view. View of existing Convention Center facilities will be diminished from northeast quadrant, but overall aesthetic effect will not be substantially diminished.

2. Illumination:

Exterior illumination will be minimal with use of side shields and other devices to mitigate impact of directional lighting observable from adjacent streets.

Cumulative -  
Not Significant

3. Shade/Shadow:

Due to low building profile and distance to adjacent properties no impact is anticipated.

Not Significant

c. General Plan Elements (Land Use)

Project is in conformance with Plan maps and texts.

Not Significant

III. CIRCULATION (Transportation/Circulation)

a. Highways ((See Consultant's Report - Exhibit A)

Not Significant

1. Generation of additional vehicular traffic will not be significant due to the relatively few occurrences (annually) and short duration when added traffic will impact peak commuter traffic flows.
2. Will not negatively impact existing transportation system and will be compatible with planned system improvements, including the Downtown People Mover Project.
3. Alterations to present patterns of circulation of people and goods will not be significant.
4. Project will not result in alteration of water-borne, rail or air traffic.

b. Parking (See Consultant's Report - Exhibit A)

Not Significant

1. Effect on existing parking facilities will be to increase utilization of Convention Center secondary parking structure by 100 to 200 percent. No significant increase in peak parking demand days where current facilities are exceeded is anticipated as a result of new facility. Existing Convention Center parking facilities are filled to capacity only about 20 days per year. With planned operating measures, the current over-capacity parking demand will not be increased substantially. Actions which will be taken to reduce peak parking demand include:
  - Increased use of shuttle bus operations to hotels, satellite parking areas, and public transportation terminals during major activities.
  - Internal marketing controls to book additional business during non-peak event days.
  - Coordinate peak parking demand planning with private parking lot operations in the area.
  - Encourage Convention Center attendees to use public and pool transportation during peak attendance events through promotion with show and convention management.

Increased utilization of the Convention Center will be compatible with the Downtown People Mover which will include a 1750 space parking structure directly across from the Convention Center on Figueroa Street. (Scheduled for completion in 1983)

2. The existing LACC parking facilities will be operationally tied by covenant to the North Hall. These facilities include 3450 parking spaces with only 2971 required when LACC was built. The excess 479 spaces and the addition of 35 new spaces on the North Hall site will be sufficient to meet normal

operating requirements. Special operating measures will be intensified during peak parking demand periods. Additional parking required as a result of North Hall operations will fall within parameters of existing parking capacities (underutilized 479 spaces provided in excess of original LACC requirements), during normal operations.

c. Access

Not Significant

1. No significant increase in traffic hazards to motor vehicles, bicycles or pedestrians is anticipated as a result of diminished sight distances, ingress/egress interruptions, etc.
2. Existing improved access routes, curbside loading areas and traffic control improvements are adequate to meet current and projected LACC activities, including events which will utilize North Hall.

IV. AIR

a. Mobile

Not Significant

No substantial air emissions; no deterioration of ambient air quality is anticipated. (Not applicable)

b. Stationary

Not Significant

APCD permit not required. No significant emissions will result.

c. Odors

Not Significant

No objectionable odors will result from activities in the project.

V. NOISE

Not Significant

No significant increase in noise levels or exposure of individuals to severe noise levels is anticipated.

VI. SERVICE SYSTEMS (Utilities, Energy)

a. Power

Project will not require new systems or substantial alterations to power utilities.

Cumulative -  
Not Significant

b. Gas

No use anticipated.

Not Significant

c. Energy Conservation

1. Project will not require substantial amounts of energy except during limited peak activity periods primarily in conjunction with major industrial trade shows.

Cumulative -  
Not Significant

2. Demand on existing sources of energy will not be significant and no new sources will be required.

d. Water

Not significant.

Not Significant

e. Sanitary Sewers

Not significant due to reduced occupancy rating and non-industrial use.

Cumulative -  
Not Significant

f. Solid Waste

No significant impact.

Cumulative -  
Not Significant

g. Surface Water Runoff/Flood Control

Relatively insignificant increase in amount of surface water runoff. Existing systems in area adequate.

Cumulative -  
Not Significant

h. Communication

Not significant

Cumulative -  
Not Significant

VII. PUBLIC FACILITIES (Public Service/Recreation)

a. Police

Use of LACC and private security personnel will minimize routine operating impacts.

Cumulative -  
Not Significant

b. Fire

LA City Fire Department Stations 10,9,91 provide primary coverage for LACC. Project will not require increase in type or quantity of fire suppression services. Some increase in services from the Public Assemblage Inspection Unit will be required.

Cumulative -  
Not Significant

c. Recreation and Parks

Not Applicable

--

d. Schools

Not Applicable

--

e. Libraries

Not Applicable

--

VIII. ARCHAEOLOGICAL, HISTORICAL AND PALEONTOLOGICAL

Not Significant

No archaeological, historical or paleontological sites are located in or near the project area.

IX. GENERALIZED CONCERNS

a. Population

Not Significant

This project will not alter the location, distribution, density or growth rate of the human population of the area.

b. Housing

Not Significant

No impact on existing housing will result nor are changes in demand for housing anticipated due to project.

c. Human Health

Not Significant

Project will not create health hazards or potential health hazards.

d. Risk of Upset

Not Significant

Project does not involve a risk of explosion or the release of hazardous substances in the event of an accident or unusual conditions.

X. MANDATORY FINDINGS OF SIGNIFICANCE

Not Significant

a. Project does not have the potential to degrade the quality of the environment (wildlife and fish).

b. Project does not have the potential to achieve short term, to the disadvantage of long term, environmental goals.

c. Project does not have environmental effects which will cause substantial adverse effect on human beings, either directly or indirectly.

XI. PUBLIC CONTROVERSY

Not Significant

No public controversy related to environmental issues is anticipated as a result of the project.

EXHIBIT A

INITIAL STUDY  
NORTH HALL - LOS ANGELES CONVENTION CENTER

**b**

**BARTON-ASCHMAN ASSOCIATES, INC.**

180 South Lake Avenue, Suite 260, Pasadena, California 91101 (213) 449-3917

MEMORANDUM

TO: Municipal Auditorium Department  
City of Los Angeles

FROM: Barton-Aschman Associates, Inc.

DATE: April 9, 1980

RE: Preliminary Traffic and Parking Impact Appraisal for the Proposed North Hall, Los Angeles Convention Center

INTRODUCTION

The Municipal Auditorium Department currently is considering the construction of North Hall, a single-level building proposed immediately northeast of the existing Los Angeles Convention Center. North Hall, which would contain approximately 100,000 square feet of floor space, would occupy the four-acre parcel bounded by 11th Street on the north, Nagoya Street on the south, Figueroa Street on the east, and Trenton Street on the west.

The purpose of this memorandum report is to summarize Barton-Aschman's methodology, findings, and conclusions concerning the likely impacts upon the transportation system created by the development of North Hall. It should be explained that this document is not part of an environmental impact report; instead, its intent is to provide a preliminary assessment of transportation-related environmental considerations.

In the conduct of this assessment, two broad areas were investigated--traffic and parking. Although naturally related, each is discussed separately in the following section.

Table 2

## EXISTING AND PROJECTED PEAK WEEKDAY TRIP GENERATION FOR MAJOR EVENTS (1)

Major Event	Daily Attendance	Person Trips by Auto (2)	Auto Occupancy (3)	One-way Daily Auto Trips	Hours of Operation	Auto Trips - 5-6 p.m. (4)		
						Inbound	Outbound	Total
Existing Facility:								
● Trade Show	6,500	65%	1.5	2,820	9 a.m.-6 p.m.	negligible	710	710
● Consumer Show	4,000	90%	2.5	1,440	Noon-10 p.m.	290	290	580
● Convention	7,000	25%	1.5	1,170	8 a.m.-5 p.m.	negligible	940	940
● Dance	4,500	90%	3.0	1,350	8 p.m.-2 a.m.	negligible	negligible	negligible
North Hall:								
● Trade Show	2,500	65%	1.5	1,080	9 a.m.-6 p.m.	negligible	270	270
● Consumer Show	4,800	90%	2.5	1,730	Noon-10 p.m.	350	350	700
● Convention	3,000	25%	1.5	500	8 a.m.-5 p.m.	negligible	400	400
● Dance	4,500	90%	3.0	1,350	8 p.m.-2 a.m.	negligible	negligible	negligible

## Notes:

(1) Source: Municipal Auditorium Department

(2) Person trips not made by auto are served by public transit (SCR TD), shuttle bus, etc.

(3) Persons per auto.

(4) Estimates are based upon the hours of operation and the average length of stay at an event.

- Projection of North Hall Design-Hour Traffic

For both the existing Convention Center and the proposed North Hall, there are four major types of uses: trade shows; consumer shows; conventions; and, dances. Each varies rather significantly in terms of, among other items, visitor use of the automobile in reaching the site; number of people per auto; hours of operation; and, average length of stay.

Based upon extensive data compiled by the Municipal Auditorium Department, design-hour trip generation estimates were prepared for the four scenarios or models listed above. The estimates, which are provided for both the existing facility and the proposed North Hall, are summarized in Table 2. For the existing facility's analysis, the four models investigated are based upon historical data of typical major events. For the North Hall, the models are based upon historical data as well as the practical maximum usages of North Hall.

Keeping in mind that the traffic design-hour for North Hall is the weekday afternoon "rush" hour, inspection of Table 2 reveals certain interesting facts. Whereas daily attendance of an event generally is a good indicator of traffic generation, there exist a number of other variables which influence the vehicular trip generation and design-hour impact. These other variables include percentage of person trips by automobile; auto occupancy; hours of operation of the event; and, the average length of stay. One extreme example is a dance. Although a large attendance (4,500 persons) and heavy (90 percent) reliance upon the automobile are typical, the fact that the event does not normally begin until after 8 p.m. results in negligible trip generation during the weekday afternoon "rush" hour.

As shown in Table 2, the existing facility's greatest trip generation during the weekday afternoon "rush" hour occurs with a convention model (this convention model is a "worst case" for a typical event in that there also are

Table 1

SUMMARY OF DAILY ATTENDANCE EXCEEDING  
10,000 PERSONS BETWEEN 7/1/79 and 3/31/80 (1)

<u>Rank</u>	<u>Date</u>	<u>Day of Week</u>	<u>Attendance</u>
1	1/26/80	Saturday	21,643
2	8/19/79	Sunday	21,000
3	1/27/80	Sunday	17,866
4	3/19/80	Wednesday	15,822
5	8/20/79	Monday	15,000
6	3/18/80	Tuesday	13,753
7	10/13/79	Saturday	13,572
8	1/5/80	Saturday	13,103
9	8/21/79	Tuesday	12,000
9	10/4/79	Thursday	" "
11	2/17/80	Sunday	11,632
12	9/16/79	Sunday	11,533
13	7/6/79	Friday	11,500
14	12/31/79	Monday	11,400
15	10/5/79	Friday	10,500
16	7/22/79	Sunday	10,000
16	8/18/79	Saturday	" "
16	1/13/80	Sunday	" "
16	3/6/80	Thursday	" "
16	3/17/80	Monday	" "

Note:

(1) Source: Municipal Auditorium Department

## ANALYSIS

### Traffic

As described above, North Hall would be located immediately northeast of the Los Angeles Convention Center in the southwest corner of the intersection of 11th and Figueroa Streets. North Hall would be constructed on a parcel originally included in the Convention Center project area and, as such, would constitute an expansion of the existing facility. In addition, because North Hall would be separated from the main building by only an "internal" loop street (Nagoya Street-Trenton Street), the traffic system now accommodating the existing Convention Center also would serve North Hall.

In order to assess the impact of North Hall-generated traffic on the roadway network, a number of analyses were necessary. These analyses are summarized below.

- Selection of Traffic Design-Hour

Whereas the greatest attendance and trip generation associated with the Los Angeles Convention Center (and, therefore, North Hall) clearly occurs on weekends (see Table 1), the greatest combination of Convention Center traffic and "background" traffic occurs on weekdays during the afternoon "rush" hour. This conclusion was based upon separate discussions with staffs of the Municipal Auditorium Department and the City of Los Angeles Department of Transportation.

As a result, in assessing the impact of North Hall traffic, the weekday afternoon "rush" hour (typically a 60-minute period between 4:00 and 6:00 p.m.) was selected as the design period (even though the number of major Convention Center activities generating significant traffic during this period are few).

D. STAFF RECOMMENDATIONS - Negative Declaration

Review of all environmental factors indicates that the North Hall Development Project at LACC will have no significant environmental impacts. Therefore, it is recommended that the determining body find that a Negative Declaration is the appropriate environmental document for this project.

Prepared by Chris Simons  
Chris Simons  
Senior Administrative Assistant  
Municipal Auditorium Department

MUNICIPAL AUDITORIUM DEPARTMENT

Approved by Dick Walsh  
Dick Walsh  
General Manager

April 10, 1980

LOS ANGELES CONVENTION AND  
EXHIBITION AUTHORITY

Approved by Peter DiCarlo  
Peter DiCarlo  
Deputy Secretary

April 10, 1980

typical conventions with hours of operation which do not conclude during the afternoon "rush" hour). A total of 940 automobile trips (all outbound) are projected. In regard to the proposed North Hall, a total of 700 trips (350 inbound and 350 outbound) are projected with the consumer show model. Although it is the present practice and future intent to avoid scheduling high-generators simultaneously, a "worst case" situation will be analyzed herein by considering a convention in the existing facility and a consumer show in the proposed North Hall.

- **Assignment of North Hall Design-Hour Traffic**

The Convention Center/North Hall is generally located in the northeast corner of the Santa Monica Freeway (I-10) and the Harbor Freeway (S.R. 11). In light of the large "trade" area or area of influence of the major events, it has been estimated that over three-fourths of the auto trips would approach/depart the site via freeway. The following regional distribution is assumed:

- 25 percent to/from the north on S.R. 11;
- 25 percent to/from the east on I-10;
- 20 percent to/from the south on S.R. 11;
- 10 percent to/from the west on I-10; and,
- 20 percent on local streets (Figueroa Street, Pico Boulevard, and Olympic Boulevard).

Based upon the regional distribution described above, assignments of North Hall traffic were made in accord with the existing freeway on- and off-ramps and the existing ingress-egress system serving the Convention Center. In all instances, the most direct routing of traffic was made.

- **Background Traffic**

Upon conferring with the City of Los Angeles Department of Transportation, it was concluded that the realization of North Hall might significantly impact the following intersections:

- Figueroa Street-Olympic Boulevard
- Figueroa Street-Pico Boulevard
- 11th Street-Sentous Street
- 11th Street-Blaine Street

In order to analyze current conditions, evening peak-hour turning movement counts were conducted at all four locations on Monday, April 7, 1980. In addition, based upon the trip data presented in Table 2 for the existing facility, convention traffic was superimposed upon said counts to obtain weekday peak-hour conditions assuming a major use in operation in the existing facility.

● Capacity Calculations

Three sets of capacity calculations were conducted at each of the four intersections of concern. The three sets or conditions analyzed were:

- No visitor activity at either the Convention Center or North Hall as represented by the counts taken April 7, 1980;
- Major visitor activity at the existing facility (convention); and,
- Major visitor activity at both the existing facility (convention) and North Hall (consumer show).

The results of these analyses are summarized in Table 3. As Table 3 indicates, Figueroa Boulevard's intersections with Olympic Boulevard and Pico Boulevard are not appreciably impacted by the existing facility and/or the proposed North Hall.

The intersection of 11th Street and Sentous Street is significantly impacted by the Convention Center, with the existing level of service A decreasing to

Table 3

EXISTING AND PROJECTED LEVELS OF SERVICE

Intersection	Condition					
	Existing Traffic; No Convention Facility or North Hall Traffic		Existing Traffic and Convention Facility Only		Existing Traffic and Convention Facility and North Hall Traffic	
	V/C (1)	LoS (2)	V/C (1)	LoS (2)	V/C (1)	LoS (2)
● Figueroa Street- Pico Boulevard	0.69	B-C	0.71	B-C	0.73	C
● Figueroa Street- Olympic Boulevard	0.94	E	0.94	E	0.97	E
● 11th Street- Sentous Street	0.53	A	0.72	C	0.80	C-D
● 11th Street- Blaine Street	0.86	D	1.06	F	1.14	F

Notes:

(1) Volume/Capacity

(2) Level of Service (see Table 4 for a discussion of level of service)

Table 4

INTERSECTION LEVEL OF SERVICE DEFINITIONS<sup>(1)</sup>

<u>Level of Service</u>	<u>Interpretation</u>	<u>v/c<sup>(2)</sup></u>
A, B	Uncongested operations; all vehicles clear in a single signal cycle.	0.00-0.70
C	Light congestion; occasional backups on critical approaches.	0.71-0.80
D	Significant congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long standing lines formed.	0.81-0.90
E	Severe congestion with some long standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91-1.00
F	Total breakdown with stop-and-go operation.	1.01 →

Notes:

- (1) Source: Highway Capacity Manual, 1965
- (2) Volume/Level of Service E Capacity

- c. The intermittent use of the two facilities, together with the infrequent joint peaking of traffic during the afternoon "rush" hour by typical events, results in the "worst case" scenario being an exception.

### Parking

- Existing Conditions

In 1974 the Convention Center received a certificate of occupancy requiring and acknowledging the provision of 2,971 off-street parking spaces. In reality, however, approximately 3,450 spaces were (are) provided, thereby creating a surplus of 479 spaces.

Parking at the Convention Center is provided as follows:

-- Under Plaza	2,380 spaces
-- Plaza Level	206 spaces
-- Sentous Structure	874 spaces
<b>TOTAL</b>	<b><u>3,450 spaces</u></b>

Based upon 1978-1979 data maintained by the Municipal Auditorium Department, on all but approximately 50 days of the year the 2,586 spaces provided on the Plaza Level and under the Plaza satisfied the demand (56 days in 1978 and 46 days in 1979). Further, on these 50 days, the secondary Sentous Street structure was parked to capacity on only 20 of these days. According to the Municipal Auditorium Department, said parking shortages typically occurred not for an entire day but instead during a few peak hours. In addition, on perhaps half of the days when a shortage occurred, portions (300-500 spaces) of the parking supply were unavailable because certain areas were used for exhibition space, etc. Thus, it is estimated that during only

20-30 hours of the year do the existing 3,450 spaces not satisfy the demand. This obviously is an excellent supply-demand relationship.

- Future Conditions

With the construction of North Hall, approximately 35 off-street spaces will be provided adjacent to North Hall itself. As a result, a surplus (per the 1974 requirement) of 514 spaces will be created.

Of course, parking for the 100,000-square-foot North Hall must be satisfied. The Municipal Auditorium Department has determined that by code North Hall would require about 986 spaces. Consequently, taking into account the aforementioned 514-space surplus, an overall code deficiency of 472 spaces results. The estimated deficiency is discussed below.

Based upon the projected utilization of North Hall, the most dramatic change in parking will be a desirable increase in the utilization of the secondary Sentous Structure. It is reasoned that the present 50-day utilization will increase to 80-100 days annually. In terms of peak loadings, the parking demand of the expanded Convention Center is estimated by the Municipal Auditorium Department to, at worst, remain approximately the same, i.e., for a few hours each day on approximately 20 days of the year, a shortage of on-site parking will occur. The primary reasons for this projected parking demand are:

- The Municipal Auditorium Department's ability to not simultaneously schedule major events in the existing facility and North Hall.
- The ability of North Hall to provide additional exhibition space, thereby restoring the availability of the 300-500 parking spaces now deleted during certain major events.

- The ability of the Municipal Auditorium Department and the convention center industry, in general, to effectively promote the use of public mass transportation and to provide shuttle bus service to offset parking shortages as appropriate.

In addition, it should be explained that certain off-site parking facilities are or will be available to mitigate any peak parking occurrences. Within walking distance of the site now exist public surface lots, and the 1,750-space garage proposed along Figueroa Street at Pico Boulevard as part of the Downtown People Mover Project could accommodate overflow conditions, particularly on weekends when the People Mover's parking demand is low and the Convention Center's need is greatest.

#### ● Conclusions

1. An excellent supply-demand relationship now exists for the Convention Center. In fact, the primary parking located under the Plaza and on the Plaza Level satisfies the demand on all but 50 days of the year.
2. The expansion of the Convention Center would increase the utilization of the Sentuous Structure, but it would not appreciably increase the number of days when an on-site parking shortage occurs.
3. Unlike most developments, the Convention Center's prime users or patrons are not heavily reliant upon the private auto in reaching the site. Many visitors and exhibitors are from out of town and, therefore, the use of shuttle buses and public transit is commonplace.

#### CONCLUSION

In light of the interest by the Municipal Auditorium Department to schedule non-conflicting major events in the two facilities, together with the convention center industry's ability to effectively use shuttle buses as well as public transportation, the addition of North Hall without realization of significant traffic and parking impacts is feasible.

addition of North  
feasible.

**Response to Comment No. 45-18**

Attachment 2 consisting of “North Hall Development—L.A. Convention Center Initial Study” is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 2 was also referenced in Comment No. 45-1. As such, please refer to Response to Comment No. 45-1 for additional information.

**Comment No. 45-19**

See following page.

RESOLUTION NO. 331

At the regular meeting of the Convention and Exhibition Center Authority Commission of May 21, 1980, Commissioner Mendenhall moved the adoption of the following resolution:

WHEREAS, The Authority Commission has considered the Initial Study of the environmental analysis for the proposed North Hall in accordance with provisions of the California Environmental Quality Act; and

WHEREAS, the proposed North Hall will not have a significant effect on the environment;

NOW, THEREFORE, BE IT RESOLVED, that the Authority Commission hereby adopts the NEGATIVE DECLARATION, filed by the Municipal Auditorium Department General Manager, as the appropriate environmental document for the proposed North Hall.

Which motion, duly seconded by Commissioner Halperin, was adopted by the following vote:

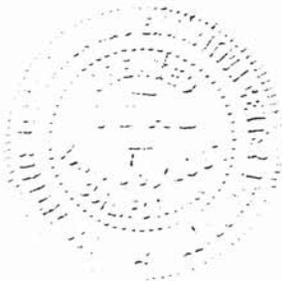
Ayes, Commissioners Friedman, Glass, Gordon, Johnson, Green, Halperin, Mendenhall, and Minter.

Noes, None.

I hereby certify that the above resolution, No. 331, was adopted by the Los Angeles Convention and Exhibition Center Authority Commission on May 21, 1980.

Rex E. Layton, Secretary

By: Peter A. Di Carlo  
Peter A. Di Carlo, Deputy Secretary



**Response to Comment No. 45-19**

Attachment 3 consisting of "Resolution No. 331" dated May 21, 1980, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers prior to any action on the Proposed Project. Attachment 3 was also referenced in Comment No. 45-1. As such, please refer to Response to Comment No. 45-1 for additional information.

**Comment No. 45-20**

See following page.

CITY OF LOS ANGELES

CALIFORNIA

ELIAS MARTINEZ  
CITY CLERK

WHEN MAKING INQUIRIES  
RELATIVE TO THIS MATTER,  
REFER TO FILE NO.

OCT 22 1986



OFFICE OF  
CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CA 90012  
485-5705

PLACE IN FILES TOM BRADLEY

86-1290

DEPUTY

October 17, 1986

MAYOR

Los Angeles Conv. & Exhibition Ctr.  
1201 South Figueroa Street  
Los Angeles, CA 90015  
Attn: Sandra Gordon, Pres.  
(with Resolution)

Honorable Tom Bradley, Mayor (with Resolution)  
Community Redevelopment Agency (with Resolution)  
City Planning Department (with Resolution)  
City Administrative Officer (with Resolution)  
City Attorney (with Resolution)

RE: EXPANSION OF THE LOS ANGELES CONVENTION AND EXHIBITION CENTER

At the meeting of the Council held October 17, 1986, the following action was taken:

Attached report adopted..... X  
" motion " ( ).....  
" resolution " ( )..... X  
Ordinance adopted.....  
Motion adopted to approve attached report.....  
" " " " communication.....  
To the Mayor for concurrence.....  
To the Mayor FORTHWITH.....  
Mayor concurred.....  
Appointment confirmed.....  
Appointee has/has not taken the Oath of Office.....  
Findings adopted.....  
Negative Declaration adopted.....  
Categorically exempt.....  
Generally exempt.....  
EIR certified.....  
Tract map approved for filing with the County Recorder....  
Parcel map approved for filing with the County Recorder....  
Bond approved.....  
Bond is No. \_\_\_\_\_ of Contract.....  
Resolution of acceptance of future street to be known as \_\_\_\_\_  
\_\_\_\_\_ adopted.....  
Agreement mentioned therein is/are No. \_\_\_\_\_  
\_\_\_\_\_ of Contracts.....

*Elias Martinez*  
City Clerk  
fse

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

-1-

Your                   INDUSTRY AND ECONOMIC DEVELOPMENT                   Committee

reports as follows:

RECOMMENDATIONS

In the matter of the Final Environmental Impact Report (FEIR) for the expansion of the Los Angeles Convention and Exhibition Center, WE RECOMMEND that the attached Addendum to the Final Environmental Impact Report, and the third revision to the Findings and Statements of Fact concerning Overriding Considerations to or measures in Mitigation of Significant Environmental Effects, IS CONCURRED IN; and that the accompanying Resolution of the Los Angeles City Council certifying that the Council members have reviewed and considered the information contained in the Final Environmental Impact Report (FEIR) and the Revised Addendum to said FEIR prepared for the expansion of the Los Angeles Convention Center, certifying that the FEIR and the Addendum has been prepared in compliance with CEQA, making certain environmental findings, adopting certain mitigation measures, adopting a Statement of Overriding Considerations, adopting a project alternative and approving the expansion project for the Los Angeles Convention Center, subject to approval as to form and legality by the City Attorney, BE ADOPTED.

SUMMARY

The President of the Los Angeles Convention and Exhibition Center Authority Commission reported to the Mayor that at its Commission meeting of July 1, 1986, adopted the accompanying Resolution No. 342 certifying the FEIR for the proposed Expansion of the Los Angeles Convention Center, adopted the Statement of Findings and recommendations contained in the attached Exhibit A.

On August 1, 1986, the President of the Los Angeles Convention and Exhibition Center Authority advised that an addendum had been prepared to the FEIR to respond to late comments, provide supplemental data for alternate sites and references for additional source documents.

The General Manager of the Los Angeles Convention and Exhibition Center on September 2, 1986, submitted to the Mayor revised documents and a status report on the Convention Center Expansion Project. Contained therein was a Second Revision of the Findings and Statement of Facts concerning overriding considerations, etc., as it related to the project.

On September 23, 1986, the General Manager transmitted to the Mayor the Revised Draft Resolution, and the Third Revision of the Findings and Statement of Facts. This document contained the accepted relocation and assistance payment plan.

-Continued-

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

-2-

Your **INDUSTRY AND ECONOMIC DEVELOPMENT** Committee

reports as follows:

The Authority requests City Council concurrence in the FEIR and the Third Revision of the Findings. Upon Council certification of the FEIR and approval of related actions described in the Council Resolution, a Notice of Determination will be filed which will initiate a 30-day challenge period after which the project should be secure from legal contest on environmental grounds. During this period the Cooperation Agreement between the Authority and the Community Redevelopment Agency (CRA) can be executed; negotiations with the design architect and project management joint ventures can proceed following Council concurrence with their selection; and the Special Mandatory Prepayment Provision of June 1, 1987, contained in the \$310 million dollar Certificates of Participation which have been sold for this project can be released. Once the Prepayment Provision is released, funds, which are currently invested in short-term instruments can be reinvested in more favorable long-term securities which will earn higher rates of interest. The potential project interest cost reduction which can be realized from timely action by the Council are significant.

The attached Addendum to the FEIR incorporates late comments from the Legal Aid Foundation concerning relocation assistant and replacement housing.

The attached Third Revision to the Findings and Statement of Facts concern overriding considerations covering cultural resources, the Authority, traffic matters, population and relocation and cumulative impacts, as well as the relocation assistance plan.

The City Planning Commission, at its meeting of September 25, 1986, approved the acquisition of the property for the expansion of the Los Angeles Convention Center.

Respectfully submitted,

INDUSTRY AND ECONOMIC DEVELOPMENT COMMITTEE

IW:am:mb  
10-14-86

*L.A. Conv. & Ctr (w/Resol)  
Mayor (w/Resol)  
CRA (w/Resol)  
Planning Dept  
CAO (w/Resol)  
ATTY (w/Resol)*

*Joan Milke Flors*  
*Silvia W. [Signature]*  
**ADOPTED**

OCT 17 1986

LOS ANGELES CITY COUNCIL

MEMORANDUM NO. 44-24  
YES: 11 NO: 0 HRS: 4  
DATE: 10/17/86 11 22 AM '86  
HATHORNE... YES BERKSON... YES BRADDE... YES FERRELL... YES  
FLURES... YES LINDSAY... YES PILOS... YES MADDS... YES  
HUI... YES WRODZINSKI... YES RUSSELL... YES BERNHOT... YES  
LUNN... YES FINK... YES  
THE

**Response to Comment No. 45-20**

Attachment 4 consisting of “City of Los Angeles Council Action 86-1290” dated October 17, 1986, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 4 was also referenced in Comment No. 45-1. As such, please refer to Response to Comment No. 45-1 for additional information.

**Comment No. 45-21**

See following page.

*Minutes*

# CITY OF LOS ANGELES

CALIFORNIA



TOM BRADLEY  
MAYOR

OCT 01 1986

DEPARTMENT OF  
CITY PLANNING  
Room 561 City Hall  
200 N. Spring St.  
LOS ANGELES, CA 90012-4856

KENNETH C. TOPPING  
DIRECTOR

KEI UYEDA  
DEPUTY DIRECTOR

(213) 485-5073

CITY PLANNING  
COMMISSION

DANIEL P. GARCIA  
PRESIDENT

WILLIAM G. LUDDY  
VICE-PRESIDENT

ROBERT J. ABERNETHY  
SAM BOTWIN  
SUZETTE NEIMAN

RAMONA HARO  
SECRETARY

Room 503, City Hall  
485-5071

Robert S. Horii, City Engineer  
City of Los Angeles  
800 City Hall

CITY PLAN CASE NO. 86-611 PWA

COUNCIL DISTRICT NO. 9

Pursuant to provisions of Section 15.00 of the LAMC, the City Planning Commission on September 25, 1986, approved the acquisition of property, located between Pico Boulevard and Venice Boulevard, and between Figueroa Street and the east side of the Harbor Freeway, for expansion of the Los Angeles Convention Center, as shown on Exhibit "A" of the attached report with the following provision:

"Any questions concerning the precise administration of the relocation benefits, as they apply to this project, shall be completed to the satisfaction of the Director of Planning before the City Engineer presents his recommendations to the City Council."

These actions were taken by the following vote:

Moved: Abernethy  
Seconded: Botwin  
Ayes: Luddy, Garcia  
Absent: Neiman

KENNETH C. TOPPING  
Director of Planning

Ramona Haro, Secretary  
City Planning Commission

cc:Community Redevelopment Agency

Los Angeles Convention Center Authority

Attachment



# Los Angeles City Planning Department

Room 561 City Hall

#17

## REVISED STAFF REPORT

City Plan Case No. 86-611-PWA

Central City Community  
Council District No. 9  
Council File No. 1290

Decision Date: September 11, 1986

50-Day Expiration Date: October 16, 1986

To: City Planning Commission

From: Kenneth C. Topping  
Director of Planning

Requested by: The Los Angeles Convention and Exhibition Center  
Authority

Subject: PROPOSED ACQUISITION OF LAND FOR THE  
EXPANSION OF THE LOS ANGELES CONVENTION  
CENTER

Property Involved: All parcels located south of Pico Boulevard to  
Venice Boulevard, between Figueroa Street and the  
East side of the Harbor Freeway, as shown in  
dotted pattern on Exhibit "A".

### SUMMARY AND RECOMMENDATION

The Commission has been asked by the Los Angeles Convention and Exhibition Center Authority to consider the proposed acquisition of land for the expansion of the Los Angeles Convention Center located in the South Park Planning area of the Central Business District Redevelopment Plan, as shown in dotted pattern on Exhibit "A" of this report.

Action Recommended by the Staff: That the Commission -

1. Find that the proposed project is a necessary component of the Convention Center expansion program.
2. Find that the proposed project is in accordance with the goals and objectives of the Central City Community Plan to develop Central City as a major center of the Los Angeles Metropolitan Region, within the context of the General Plan.
3. Find that the proposed land uses within the subject development are consistent with the Central City Community Plan and its complementary tool, the CBD Redevelopment Plan.
4. Determine that a Final Environmental Impact Report is adequate for consideration and approval of the proposed acquisition.
5. Find that the proposed project would displace approximately 1,466 residents and 60 businesses.
6. Find that the Community Redevelopment Agency (CRA) has a legal obligation to relocate the displaced households and businesses.

Approve the proposed land acquisition.

Approved by

Kenneth C. Topping  
Director of Planning

  
GLENN F. BLOSSOM  
City Planning Officer  
Community Planning and  
Development Division

## STAFF REPORT

### Request

Pursuant to Section 97.6 of the Los Angeles City Charter, the Los Angeles Convention and Exhibition Center Authority has requested the City Planning Commission to make a recommendation regarding the proposed land acquisition for the expansion of the Los Angeles Convention Center, as shown in dotted pattern on Exhibit "A".

### Zoning and Land Use

Properties proposed for acquisition are zoned M1-4, M2-4, CM-4 and R4-4. The current land uses are characterized by multi-family residential, commercial and manufacturing/wholesale activities. Adjacent land uses include the Convention Center, and a mix of commercial and manufacturing, residential, and vacant land uses. An application to the City Planning Commission for a conditional use approval will be processed for this project within the near future.

### Streets and Highways

Pico Boulevard is designated a Secondary Highway on the Highways and Freeways Element of the General Plan. Figueroa Street is designated a Major Highway, and Venice Boulevard is designated a Secondary Highway. All other streets are designated Local Streets.

### Environmental Status

A Final Environmental Impact Report No. 86012210 was prepared for this development.

### Relationship to and Effect Upon the General Plan and Other Plans

The Central City Community Plan designates the subject properties for Housing-High Medium and/or Commerce/Parking Community and/or Open Space (corresponding to the R4, C2, C4, P and PB Zones). The land use is primarily rental exhibition space, permitted in the C2 and C4 Zones. The subject site also falls within the jurisdiction of the Central Business District (CBD) Redevelopment Plan. This plan was found to be consistent with the General Plan when adopted by the City Council on July 18, 1985. Furthermore, the Convention Center expansion project is consistent with the land use proposals expressed in the Community Plan.

### Comments and Conclusion

The proposed project would displace approximately 1,466 residents and 60 businesses. The Community Redevelopment Agency (CRA) is the designated Agency for land acquisition. CRA will be required to relocate all displaced residents, businesses and industries; construct replacement housing for the displaced population; and demolish and remove existing buildings on proposed expansion site.

Community Planning and Development Division staff advises that the subject project is a necessary component of the Convention Center Expansion program, that the proposed land uses within the development are consistent with the Central City Community Plan Map, an element of the General Plan, and its implementary tool, the CBD Redevelopment Plan. Furthermore, the overall objective of this project is to meet current demand for exhibit and meeting space and to attract additional major national and international events to Los Angeles, therefore, the expansion project is anticipated to generate added revenues for the City government and stimulate the economic activity in the South Park area.

As stated in the Final Environmental Impact Report, the expanded Los Angeles Convention Center would consist of first class exhibit space totaling 750,000 square feet, 75 meeting rooms, a 5,000 - 6,000 seat general session facility, 7,500 parking spaces, and related lobby, concessions, food service and other operational support areas.

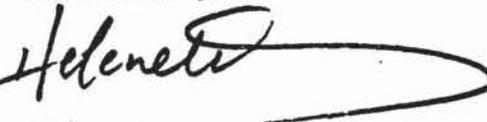
The Planning Department staff recommends approval.

Approved by:

Prepared by:



Emily J. Gabel  
Senior City Planner



Helene Ly  
City Planning Associate

COM518



**Los Angeles Convention Center Expansion Project**

▨ SITE PROPOSED TO BE ACQUIRED

**EXHIBIT "A"**

SECOND REVISION

FINDINGS AND STATEMENT OF FACTS  
CONCERNING OVERRIDING CONSIDERATIONS TO,  
OR MEASURES IN MITIGATION OF,  
SIGNIFICANT ENVIRONMENTAL EFFECTS  
OF THE EXPANSION OF THE  
LOS ANGELES CONVENTION AND EXHIBITION CENTER

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## INTRODUCTION

Article VI, Section 8.a of the Los Angeles City CEQA Guidelines requires the Municipal Auditorium Department, acting as Lead Agency, to make recommendations to the Los Angeles Convention and Exhibition Center Authority Commission, hereinafter referred to as AUTHORITY, the Los Angeles City Council, hereinafter referred to as COUNCIL, and the Community Redevelopment Agency, hereinafter referred to as CRA, on whether the environmental impacts attributable to the proposed project can be feasibly mitigated, and whether reasonable and feasible alternatives to the proposed project would significantly reduce the project's environmental impacts. In addition, Section 21081 of the California Public Resources Code and Article VI, Section 9.5 of the City CEQA Guidelines declare that a project may not be approved by a public agency when an EIR has been prepared which identifies one or more significant adverse impacts unless that agency finds that the identified impacts can be satisfactorily mitigated, and/or that satisfactory mitigation is within the responsibility and jurisdiction of another public agency, and/or that economic, social, or other considerations make infeasible recommended mitigation measures or otherwise superior project alternatives. Pursuant to these foregoing provisions, the following sections identify the composition of the Final Environmental Impact Report and Addendum (August 1, 1986) referencing relevant sections therein, and makes a recommendation regarding the project's approval.

## 1. SIGNIFICANT ENVIRONMENTAL IMPACTS: CULTURAL RESOURCES

The project will have significant impacts on the cultural resources of the project area.

1.1 Historical Resources1.1.1 Findings

The project will necessitate the removal of five (5) buildings determined to be potentially eligible for listing in the National Register of Historic Places:

- (1) Georgia St. Police Station, 1335-1345 Georgia St.
- (2) Gottlieb Glouner Rental Cottage, 1314 Wright Street
- (3) Gottlieb Glouner Residence, 1326 Wright Street
- (4) Ferdinand Gottschalk Residence, 1337 Wright Street
- (5) Edward A. Strong Residence, 633 West 15th Street

A total of 110 similar structures exist in the CBD Development Project Area. The affected buildings in the expansion site constitute about five (5) percent of such structures.

The CRA, after evaluating each of the 5 structures, has determined that it will be economically or structurally infeasible to relocate the buildings in view of their historical and architectural significance. Initial studies by a qualified architect indicate that the buildings would be contextually inappropriate and would seriously impair an effective design of the new Convention Center facility.

#### 1.1.2 Mitigation Measures

The following measures will mitigate project impacts on the primary historic resources, but not to a level of insignificance.

- (a) Undertake photographic documentation (architectural quality photographs) of the 5 structures which are determined to be eligible for listing in the National Register of Historical Places and recommend use of decorative elements, if salvageable, for use by others or in the context of the project.

Implementing Agency: CRA

- (b) Instruct the project architect to consider use of the aforementioned salvageable elements and photographic displays within the project design.

Implementing Agency: AUTHORITY

#### 1.1.3 Statement of Facts

Historic resources impacts and mitigation measures are discussed in Section 3.2.1A, 3.2.2A and 3.2.3A of the EIR.

### 1.2 Historic and Prehistoric Archaeologic Sites

#### 1.2.1 Findings

No known historic or prehistoric archaeologic sites are on the project site. However, the occurrence of many known sites in the Los Angeles area suggests that there may be potential for subsurface archaeologic resources to occur at the site.

1.2.2 Mitigation Measures

The following mitigation measure will reduce project impacts on historic and prehistoric archaeological sites to a level of insignificance.

A qualified archaeologist will be on call to monitor periodically all ground-breaking activities. If archaeological remains are found, construction at the site will be stopped until the archaeologist has determined their importance, made mitigation recommendations, and effected those recommendations adopted by the Authority.

Implementing Agency: AUTHORITY

1.2.3 Statement of Facts:

Historic and Prehistoric-Archaeologic sites are discussed in Sections 3.2.1B, 3.2.2B, and 3.2.3B of the EIR.

1.3 Paleontologic Resources

1.3.1 Findings

No known paleontologic resources occur on the project site. However, the potential exists for adverse impacts to these resources since all alluvium in the area may contain important fossil remains.

1.3.2 Mitigation Measures

The following mitigation measure will reduce project impacts on paleontologic resources to a level of insignificance.

A qualified paleontologist approved by the Natural History Museum of Los Angeles county will be on call to remove fossil remains. All activity at the site will be stopped until the paleontologist has removed the remain.

Implementing Agency: AUTHORITY

1.3.3 Statement of Facts

Paleontologic resources are discussed in Section 3.2.1C, 3.2.2C, and 3.2.3C of the EIR.

2. SIGNIFICANT ENVIRONMENTAL IMPACT: TRAFFIC

The project will have significant impacts on the two traffic areas presently experiencing severe congestion in the absence of the project:

- (a) The intersection of Eleventh and Blaine Streets.
- (b) Traffic on nearby freeways.

## 2.1 Findings

The project will generate increased traffic at the intersection of 11th and Blaine Streets headed towards the Harbor Freeway on-ramp and contribute relatively small, but nevertheless significant, increases in freeway traffic.

## 2.2 Mitigation Measures

The following measures are recommended for implementation following additional review by the responsible agencies to maximize their effectiveness. The indicated agencies have given preliminary approval for these measures. The proposed measures will substantially mitigate project impacts on traffic, but not to a level of insignificance.

- (1) Restriping. 11th Street will be restriped under the bridge to provide three westbound lanes and one eastbound lane at Blaine Street.

Implementing Agency: Los Angeles Department of Transportation (LADOT)

- (2) Widening. The on-ramp to the Harbor Freeway at 11th and Blaine will be widened so that vehicles can line-up two abreast on the ramp.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (3) Resignage. The widened ramp will also be configured to allow southbound traffic on Blaine to be signed as a left-turn only lane to 11th Street, a freeway-only lane, an optional freeway and southbound Blaine Street and an optional through and right-turn lane.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (4) Schedule Convention Center Activities to Reduce Traffic Impact on Adjacent Freeways During Peak Travel Hours. Traffic studies for operations at the Los Angeles Convention Center indicate that its operation accounts for the addition of small increments of traffic on relatively few days each year during peak traffic demand hours on the freeways. Efforts will be made to inform and encourage event producers and managers to adjust event schedules whenever practical to assure good ingress and egress to the area for their attendees so as not to impact base traffic levels more than necessary.

Implementing Agency: LAMAD

- (5) Public and Private Transit Use. A number of measures will reduce automobile traffic and facilitate increased use of public and private transit to and from the Convention Center. These measures include providing sufficient width along 11th Street to allow RTD to continue to layover their buses west of Figueroa Street; providing charter bus, taxi, and shuttle bus capacity at the Nagoya/Trenton turnaround and the off-street charter bus loading area; providing bus bays on both the north and south side of Pico west of Figueroa; engaging private charter bus companies for major events; coordinating with the downtown shuttle bus operation so that parkers can be shuttled from off-site remote lots to the downtown area; and providing a major, convenient pedestrian entrance to the expanded center near the intersection of Figueroa/Pico so that light rail transit passengers can easily enter the site.

Implementing Agencies: LAMAD and LADOT.

In addition to these measures, the following additional mitigation measures are recommended to reduce other individual and cumulative traffic impacts to a level of significance:

- (6) Blaine/12th Rerouting. A particularly under-utilized route to the Convention Center now exists along Blaine Street to 12th Street and then easterly into the main garage entrance. By restriping Blaine Street north of 11th to four approach lanes, and by prohibiting parking on the east side of Blaine between 11th and 12th Streets, a two-lane approach to 12th Street could be provided. This improvement will take turning movement traffic out of the 11th/Blaine and the 11th/Sentous Street intersections. Signing will be added to the intersections to direct traffic to the Convention Center main garage.

Implementing Agency: LADOT

- (7) Two-Way 12th Street. 12th Street between Flower and Figueroa Streets will be made a two-way street so that charter buses, shuttles and taxis can take full advantage of the Convention Center transit drop-off loop and the proposed Flower/Figueroa one-way pair.

Implementing Agency: LADOT

- (8) Venice Signal. A signal along Venice Boulevard at the south access onto Venice will be considered to facilitate movement in and out of the new south garage and to accommodate trucks in and out of the site at this point. This signal will help distribute traffic along Venice Boulevard and reduce impacts along Figueroa.

Implementing Agencies: AUTHORITY and LADOT

- (9) Cherry Street Widening. The Cherry Street approach to Pico Boulevard will be widened to four northbound lanes to provide a left-turn lane, an optional left and through-lane, a through lane and an exclusive right-turn lane. This fourth lane (the exclusive right-turn lane) will facilitate movement in and out of the new parking spaces located underneath the south exhibit hall and it will reduce the delay to northbound Sentous traffic by assigning all right turners into a separate lane. Because pedestrian crossings of Pico Boulevard are likely to increase in the future, these right turning movements may face additional delay, therefore the second lane will be needed.

Implementing Agencies: AUTHORITY, LADOT, and CALTRANS

- (10) Figueroa Right-of-Way. The Phase II Convention Center Expansion will leave 12 feet of right-of-way along the west side of Figueroa in the event that the City of Los Angeles Department of Transportation is able to affect a roadway widening north of 11th Street. The limit of the right-of-way reservation will be from 11th Street south-erly to 12th Street.

Implementing Agencies: AUTHORITY and LADOT.

- (11) Transportation Demand Management. The Los Angeles Department of Transportation called for a Transportation Demand Management (TDM) program as part of the mitigation package for the Convention Center Expansion. A TDM program is most effective for employee trips in that these are the most susceptible trips for transportation management measures (example, work hours staggering, carpools, transit passes, etc.). The Convention Center itself has a relatively small permanent staff with variable work schedules and major employee load added as temporary employees to service the larger shows. A TDM

plan for the Convention Center Expansion does not appear to be an effective mitigation measure; however, it will be given consideration in operations plannings.

Implementing Agency: LAMAD

2.3 Statement of Facts

Traffic impacts and mitigation measures are discussed in relation to all transportation, circulation and parking impacts in Section 3.3 of the EIR. Specific impacts and mitigation measures relative to traffic are discussed in Sections 3.3.2B and 3.3.3B of the EIR.

3. SIGNIFICANT ENVIRONMENTAL IMPACT: POPULATION AND RELOCATION

The project will result in significant short-term impacts to population and relocation of businesses and people.

3.1 Findings

The project will necessitate the relocation of approximately 1,470 residents, 410 dwelling units, and 60 businesses.

3.2 Mitigation Measures

The following mitigation measures will substantially mitigate project impacts on population and relocation, but not to a level of insignificance:

- (1) The CRA will relocate each displaced household or business into housing buildings complying with building and occupancy standards and having cost of rental levels that each relocated household or business can afford in as close proximity as possible to the existing site.
- (2) The relocation plan developed by CRA will contain two forms of aid to owners, tenants and businesses who must relocate: (a) Relocation advisory assistance in the form of counseling and aid in locating suitable replacement properties; and (b) relocation assistance payments to help pay for the cost of relocation.
- (3) The CRA will provide referral services to those qualified for public housing and for service by social service agencies.
- (4) The CRA will provide explanation of procedures, make referrals, and give full assistance to any qualified home purchasers in obtaining mortgage financing under the most favorable terms. Certificates of Eligibility

under the National Housing Act where and when applicable will be furnished to home buyers seeking financing as well as to prospective tenants of subsidized housing and Section 8 rental assistance housing.

- (5) Relocation assistance payments will be made. Residential occupants are entitled to moving costs by either of the following methods: (1) a fixed payment based on a room count of the agency acquired dwelling moved from; or (2) actual cost of moving by a qualified commercial moving company. In addition, renters of three months or more (prior to Agency issuance of Notice to Acquire) and owner-occupants of more than three months or more are eligible for either a down payment or rental assistance payment. Owner-occupants of three months or more are eligible for a replacement housing payment or a rental assistance payment if they choose to rent rather than purchase. Rental assistance and replacement housing payments are made only if the replacement dwelling meets housing code requirement.
  
- (6) The CRA shall rehabilitate, develop or construct or cause to be rehabilitated, developed or constructed for rental or sale to persons of low or moderate income, an equal number of replacement units at affordable housing costs consistent with the following requirements:
  - (a) Timing: Replacement units will be completed by the earlier part of January 1991, or the opening of the Convention Center Expansion for its intended use.
  - (b) Income: All replacement units will be affordable to persons and families of low or moderate income. At least 40% of the replacement units shall be affordable to persons and families of low income.
  - (c) Size: The replacement housing units shall contain at least the same number of bedrooms and other living areas as the dwelling units removed by the Agency.
  - (d) Preferences for Displacees: Those persons or families of low or moderate income who were displaced as a result of the Convention Center Expansion shall be provided with preference in renting or purchasing the replacement housing units.

(7) The CRA provides that business owners and non-profit organizations may elect one of the following types of moving payments: (a) actual reasonable moving costs performed by a qualified commercial mover, or (b) a self-move payment not to exceed an acceptable low bid obtained by the CRA. Instead of actual moving expense payment, a business or non-profit organization may request a fixed payment if the following criteria are met:

- (a) It occupied the property when the CRA made its first written offer to purchase the real property, or lived in the property at the time of acquisition.
- (b) It vacates or moves from the property and/or removes personal property from the property as a result of project implementation.
- (c) The real property is purchased by the Community Re-development Agency as part of the expansion implementation.

The limit for such a fixed payment is \$10,000.

Implementing Agency: CRA for all relocation and rehousing associated with the project.

NOTE: CRA will provide relevant written materials in both English and Spanish languages and bilingual relocation counselors as required to meet the needs of the area residents whose primary language is Spanish.

### 3.3 Statement of Facts

Impacts on population and relocation are discussed in Section 3.6.2A of the EIR. Mitigation measures for relocation, housing, businesses, schools and population are discussed in Section 3.6.3 of the EIR.

## 4. SIGNIFICANT ENVIRONMENTAL IMPACT: CUMULATIVE IMPACTS

The project will result in significant cumulative impacts in consideration with other "background projects" which are proposed to be built or otherwise implemented in the area of the project.

### 4.1 Findings

The overall cumulative long-term effects of the project are as follows:

- (a) Increase in traffic congestion, which will impact streets in the downtown area;
- (b) Increase in air pollutants due to the increased traffic and combustion of natural gas and other fossil fuels (offsites);
- (c) Increase in consumption of natural gas and electricity (the projected increase is within the capacity of the existing utility systems and will not require expansion of production facilities; with the implementation of conservation measures and devices, these impacts may be mitigated to a certain level;
- (d) Increase in sewage, solid waste, and water usage during peak demand periods. (The estimated increases are within the projected service system capabilities.)
- (e) Increase in traffic on adjacent freeways. CALTRANS has stated that the Harbor I-110 and Santa Monica I-10 freeways in the area of the project are already at or near capacity and consequently any new traffic can result in a significant impact.

#### 4.2 Mitigation Measures

The following measures will substantially mitigate project contributions to cumulative impacts, but not to a level of insignificance. Project specific measures are recommended in the areas of traffic mitigation, energy conservation, and public service systems to minimize cumulative impacts from the proposed project.

- (1) Traffic. Cumulative traffic impacts will be mitigated with measures (4), (5), (7), and (11) of Section 2.2 of these findings.

Implementing Agencies: LAMAD and LADOT.

CALTRANS did not suggest any specific mitigation measures to alleviate the local freeway traffic and their representatives stated that the five year planning program for the immediate area included no substantive improvements by their agency.

- (2) Air Quality. No specific mitigation measures are proposed to address cumulative impacts at the project level. As discussed in Section 3.8 of the EIR, careful planning will be used at the site level to reduce concentrations of pollutants in addition to efforts to maximize efficient transportation as discussed in Section 3.3 of the EIR.

Implementing Agencies: AUTHORITY and LAMAD

- (3) Energy. Cumulative energy impacts will be mitigated by creation of a City Energy Manager/Engineer position, development of an Energy Management System, installation of energy efficient lighting systems, insulation of building structures, use of reflective roof materials, avoidance of electrical space heating, modernization of HVAC systems, and adoption of other energy conserving design and operational procedures.

Implementing Agency: AUTHORITY and LAMAD

- (4) Public Services. Cumulative impacts on solid waste facilities will be reduced by use of trash compactors. Impacts on water facilities will be reduced by installing water conserving and sewage reducing appliances, valves and fountains, drought resistant plants, and drip irrigation systems. Impacts on police services will be reduced by installing security systems and using security guards. Impacts on fire services will be reduced by installing sprinkler systems and fire protection equipment, and through approved designs. Impacts on utilities will be reduced by using solar units and natural ventilation designs, use of computer controlled light monitoring systems, and use of light colors on interior and exterior surfaces.

Implementing Agencies: LAMAD and AUTHORITY

- (5) General. Project staff will work closely during the facility and operations planning phases of the project with agencies which have specific responsibilities for areas significantly affected by the cumulative impacts resulting from other projects in the downtown area, i.e., Planning Department, LADOT, CALTRANS, Air Quality Management District, etc.

Implementing Agencies: AUTHORITY and LAMAD

#### 4.3 Statement of Facts

Cumulative impacts and system capabilities are addressed in the EIR in each appropriate area including traffic, utility and public services, air quality, and noise (Section 4.2). All issues raised by agencies and individuals relative to cumulative impact issues have been documented in the EIR text and in specific comments to letters received during the Draft EIR review period (Section 8).

## 5. OVERRIDING CONSIDERATIONS

This section provides summary information concerning the objectives of the project, market and development feasibility studies and relevant data to support a decision to expand the Los Angeles Convention Center in consideration of any cumulative environmental impacts of the project and the fact that aforementioned impacts may not be mitigated to insignificance or avoided by the measures previously discussed. These considerations are based on public policy objectives developed by the Mayor's Blue Ribbon Committee on Convention Center Expansion and other public entities responsible for long-term planning in the project area including the Los Angeles City Council, the Community Redevelopment Agency and the Authority which has specific responsibility for development of the Los Angeles Convention and Exhibition Center facilities.

### 5.1 Findings

The findings in support of a decision to proceed with the project are:

#### 5.1.1 The Need to Replace Temporary and Interim Structures to Meet Current Demand for Exhibit Space, Meeting Rooms and Related Facilities

In 1981 the 106,000 square foot North Hall was completed at the Center. This interim facility was designed to meet immediate critical space requirements for new and expanding events which utilize the Center. It was constructed at a relatively low cost and was put in place pending further studies for a large permanent addition in first class facilities. The North Hall lacks amenities, is not as efficient to operate nor as attractive to potential users as permanent facilities would be.

Since 1979, in an effort to keep pace with the demands of the larger events, the Convention Center has utilized temporary structures (canvas-like materials stretched over aluminum-ribbed frames complete with electricity, lighting, air conditioning, telephones, etc.) to provide up to 150,000 square feet of additional exhibit space required by clients. For instance, the recent Men's Apparel Guild Trade-Shows, held semi-annually, have required a total of 547,000 square feet of exhibit space. To meet this need, it was necessary to construct nine temporary "bubbles" surrounding the main Convention Center facility. Other temporary measures involve using parking areas for exhibit hall space. As an example, during recent WESTEC Shows, held annually, as many as 953 parking spaces have been used as exhibit space, registration area, storage, fire separation or general access.

It is recognized, that these temporary and interim measures have been needed to accommodate current operating problems that must be solved by expansion of the building. These ar-

rangements have provided exhibit spaces which are not satisfactory as a long-term solution in view of the market demand. The temporary facilities do not provide a good layout for the shows and are considered to be second-class space. Also, the support facilities are not equipped with ancillary space such as meeting rooms, food facilities, lobby space, storage, or truck facilities and parking is inadequate. Although many of the large shows have tentative bookings through 1990, the show managers have made it clear that unless plans are forthcoming for some kind of permanent expansion, their show would have to consider moving to other facilities which can accommodate their space requirements. The Mayor's Blue Ribbon Committee in 1985 recommended replacement of these facilities as part of a permanent expansion to the Convention Center.

- 5.1.2 The Need to Increase the Size of the Convention Center to Meet Existing and Anticipated Demand for Additional Facilities. Market demand studies for an expanded Convention Center were completed in 1979 by Price Waterhouse & Co; in 1982 by Pannell, Kerr, Forster; and in 1985 by Touche Ross and Co. Each of these studies was increasingly thorough. Findings were summarized in the Final Report of the Mayor's Blue Ribbon Committee issued in October 1985. These studies indicate that a market exists to support an expansion of the Center to include 610,000 square feet of first class exhibit halls, 55 meeting rooms, an auditorium to seat 5,000 to 6,000 persons, and related public accommodations and support facilities.

These studies indicate that the convention, exhibition and meetings industry will experience strong growth and that Los Angeles, with adequate facilities, will continue to capture a major share of the market for activities held within Western states.

- 5.1.3 The Need to Stimulate Sustainable, Environmentally Secure Economic Activity in Los Angeles by Increasing Tourism and Providing a Full Service "Market Place" for Business Activity. The Los Angeles Convention Center is an especially attractive site for major events because of the year-round temperate climate, the variety of recreational activities available, and its close proximity to business resources.

The Convention Center now accommodates more than 1.5 million persons annually who attend the various events held there.

These events, such as conventions, trade and consumer shows have a dramatic and noticeable impact on the economy of the Los Angeles area. Out-of-town meeting delegates come to Los Angeles not only to rent hotel rooms, but to also spend considerable sums in restaurants, shops, on sight-seeing attractions, sporting events, cultural activities and local transportation. The community also benefits from the jobs created and the tax revenues received.

The more important contributions to the local Los Angeles economy generated by the Los Angeles Convention Center are shown in Table 1. On the average, the out-of-town convention attendee spends \$475 during his 4.2 day stay in Los Angeles. The convention attendee is usually accompanied on his convention trip by an additional 1.2 persons, who spend an amount nearly equal to that of the convention attendee. It is estimated that almost 60 percent of the total expenditures are spent for hotel accommodations. The convention attendee and party currently bring in \$203 million annually to the Los Angeles area which translates into 928,000 hotel room-days, \$64 million in hotel revenues, \$6.4 million in hotel room taxes, and \$8.6 million in sales taxes. In addition, the Convention Center also generated an operating profit of \$4.6 million in FY 1984/85.

TABLE 1  
SALIENT OPERATING AND ECONOMIC STATISTICS  
FOR LOS ANGELES CONVENTION CENTER, FY 1982/83 TO 1984/85

Item	1982/83	1983/84	1984/85
Total attendance from conventions and shows	1,476,000	1,513,000	1,576,200
Out-of-town convention attendees	197,300	218,700	221,000
Average expenditure per convention attendee	\$430	\$455	\$475
Average size of Convention attendee's party (no. of people)	2.1	2.1	2.1
New money brought into Los Angeles by convention attendee and party	164,153,600	192,674,700	203,320,000
Hotel room-days utilized by attendees	828,700	918,500	928,200
Hotel room revenues (Excluding Tax)	50,523,400	59,861,300	64,203,600
Hotel tax generated	5,054,900	5,988,800	6,423,100
Sales tax generated	7,053,500	8,245,000	8,619,000
Net income earned by the Convention Center	2,072,300	3,160,500	4,564,600

Source: Los Angeles Convention Center, Annual Report, 1982-84, 1984-85 Los Angeles Visitors and Convention Bureau, data from visitor surveys; International Association of Convention and Visitors Bureaus; IACUB 1985 Convention Income Survey, April 10, 1986; Engineering-Science, 1986.

The construction and operation of the Los Angeles Convention Center will generate a major beneficial economic impact primarily to the local downtown and Wilshire Boulevard hotel and retail businesses, although some of the impacts will disseminate throughout the Los Angeles area. The total cost of the Phase I expansion is estimated at \$350,000,000, of which \$200,000,000 (including price contingency) will be expended for labor, materials and supplies. Construction employment for Phase I has been projected at 1,760 man-years which would translate into \$60 to \$70 million in local payrolls. Much of the \$200 million that would be spent for labor, construction materials and supplies would be manufactured or produced within the Los Angeles area and would have a direct as well as "multiplier" effect on the local/regional economy. Once the Convention Center Phase I expansion is completed, an additional 101 permanent operating jobs would be created; see Table 2.

In respect to visitor expenditures, new money brought into the Los Angeles area annually by 1994, following expansion of the Center is estimated at \$410 million (Touche Ross, 1985) compared to \$203 million for the 1984/85 fiscal year, for an increase of 102 percent. Hotel room expenditures are projected at \$130 million for the same year versus an estimated \$64 million for FY 1984/85, while the hotel tax generated is forecasted at \$13 million compared to about 6.4 million current (Engineering-Science, 1985).

It should be noted that the construction cost figures provided by Touche Ross have been adjusted, as noted, on Table 2 due to new design concepts developed since their study was completed.

An expanded convention center will permit booking of additional concurrent events. The Mayor has appointed a Convention Center Booking Policy Committee to study the overall economic impact on the City of various types of events to be held at the Center to assure that the optimal level of direct and indirect revenues accrue to the City in addition to providing a stimulus to private business enterprise in Los Angeles.

TABLE 2

PROJECT ECONOMIC IMPACTS --- 1994

1. Expenditures for project labor, materials and equipment	\$200,000,000*
2. Construction and equipment	1,760 man-years
3. New money brought into Los Angeles by convention attendees and party	\$410,000,000
4. Hotel room revenues (excluding tax)	\$130,000,000
5. Hotel tax generated	\$13,000,000

Source: Touche Ross & Company, Convention Expansion Feasibility Analysis, Final Preparation, May 13, 1985; Engineering-Science, 1986.

\*Revised by Authority staff from \$295,744,000 in original Touche Ross & Company Report based on update information contained in Official Statment for Certification of Participation to finance project, issued December 1, 1985.

5.1.4 The Need to Provide a Major Public Facility to Meet Needs of Local, Regional, National and International Activites to Enhance Social, Cultural, Economic and Political Ojectives of a City of Worldwide Prominence

Expansion of the Convention Center will provide a facility for major and concurrent events which cannot be accommodated in existing facilities in Los Angeles at present. The Center is the site for all types and sizes of events including international trade exhibitions, conventions, business trade shows, consumer shows, training seminars, ceremonies, large banquets, public and corporate meetings, public entertainment, etc. The building is an important element in the infrastructure of public and private facilities which enable the city to host large events such as the Olympics. Additional facilities are needed to attract similar world class events and national events such as political, professional, religious, trade and special interest associations which require larger facilities on one site than presently exist in Los Angeles or which require dates booked in the current facility. See Table 3 - Convention Center Activity Profile.

TABLE 3

The following table summarizes the number of conventions, trade shows and hall events held in the Center for the last eleven years and projected number of conventions, trade shows and hall events for the next nine years with the expansion project.

CONVENTION CENTER ACTIVITY PROFILE

Fiscal Year*	Event	Attendance
1974-75	71	837,542
1975-76	113	1,127,003
1976-77	99	997,823
1977-78	102	1,574,710
1978-79	111	1,157,023
1979-80	117	1,225,377
1980-81	87	1,514,200
1981-82	107	1,396,184
1982-83	142	1,476,848
1983-84	147	1,396,595
1984-85	123	1,576,203
1985-86	135	1,400,000
1986-87	140	1,450,000
1987-88	145	1,500,000
1988-89	150	1,550,000
1989-90**	200	2,325,000
1990-91	220	2,790,000
1991-92	240	3,069,000
1992-93	260	3,375,900
1993-94	270	3,713,490

\*The figures for fiscal years 1985-86 are based upon projected events as of November 20, 1985

\*\*Assumes expanded Center is fully operational in this year.

Source: City of Los Angeles, Municipal Auditorium Department

5.1.5 Need to Redevelop a Major Land Area in Downtown Los Angeles Consistent with Overall Planning Objectives for the Area

The redevelopment of the area included in this project in one unified plan is desirable for several reasons:

- (a) The acquisition of land bounded by Venice Boulevard, Figueroa Street, Pico Boulevard, the Harbor Freeway and related transition ramps creates a clear ecological zone with no projected remainders of the generally transitional, vacant or substandard inventory of structures which are in the area;
- (b) It will permit the maximum design flexibility to meet operating requirements for the Center and provide the greatest possible flexibility in meeting the design objectives for the project and area established by the CRA and the City Planning Department;
- (c) The City will own three corners at the intersection of Pico Boulevard and Figueroa Street which will permit a significant positive architectural design impact at this increasingly important intersection.

5.2 Statement of Facts

Section 2 of the EIR discusses needs for the project. The report from the Mayor's Blue Ribbon Committee Report of Expansion of the Los Angeles Convention Center, October 1985, summarized findings and recommendations of the Price Waterhouse, Pannell Kerr Forster, Touche Ross and staff studies conducted from 1979 through 1985. The Official Statement for the December 1, 1985 Authority Issue of Certificates of Participation to finance a project subject to further project description and certification of an EIR, contains additional economic and descriptive data on the proposed project.

Section 3.4 of the EIR discusses the urban design considerations of the project, including recommendations of the CRA.

6. PROJECT ALTERNATIVES CONSIDERED

6.1 The Recommended Alternative

The South Project Expansion Area bounded by Pico Boulevard, Figueroa Street, Venice Boulevard, the Harbor Freeway and related ramps, which was the primary study area of the EIR, is recommended over the Project Alternatives discussed in Section 2.4 of the Final EIR due to operational and construction feasibility and environmental considerations.

The recommended project site will be comprised of six City blocks including 22.2 acres of land. With the vacation of existing streets in the area, a total of 26.5 acres will be available to meet the full requirements for the expansion project.

Four schemes were studied using a combination of the existing site and the South Project Expansion Area to determine how various arrangements on the site would impact the environment. All appeared to be relatively equal in terms of environmental impacts for a project of this scale and will form the overall planning parameters which the project architect, once selected, will be directed to use. Any substantive change in the scope of the project from those factors considered in the Final EIR will require a Supplemental EIR.

## 6.2 Expansion on Existing Site

The existing site of the Los Angeles Convention Center does not have sufficient available horizontal space to expand the facilities to the desired size. Vertical expansion of the existing structure may be possible for certain facilities such as additional meeting rooms; however, a major component of the expansion is exhibit space, which is difficult to construct and operate vertically. Exhibits are frequently large and/or heavy so as to be impractical to move to higher levels within a structure, for example, large boats, industrial machinery or automobiles. The need for ease of access and versatility for varied types of displays is most simply met by low, spread-out structures as the existing Convention Center.

Earlier studies by Touche Ross and The Luckman Partnership (architects), completed in 1985, proved that the cost of extensive changes to the existing facility, including significant interruption of operations, was prohibitive.

An impacted layout would eliminate the possibility of a balanced traffic, freight loading and parking configuration and would create a huge building mass not in keeping with urban design objectives for the area. Thus, although this alternative would not have the significant impacts upon historic buildings and relocation of residents and businesses as the southward expansion, the operational cost and design requirements of the exhibit halls preclude this alternative from further consideration.

### 6.2.2 Noncontiguous Alternative Sites

This alternative would consider sites throughout the City for the proposed Los Angeles Convention Center expansion.

One of the objectives of this project is to increase the size of the Convention Center to attract major events that have greater space requirements than can presently be met. To accomplish this objective with a noncontiguous site would require the acquisition of a substantially larger project area than would be required for a contiguous site, and would potentially have a greater impact upon the environment.

The location of the existing Convention Center in the vicinity of Los Angeles' downtown area provides excellent access to the City's business center as well as to local and state government offices. Lodging opportunities are also great due to the proximity of several major hotels. Due to these advantages it is desirable for the Convention Center expansion to be located in the downtown area adjacent to the existing facility. All regional transportation systems are readily accessible to the site through the freeways, major streets and public transit. It is geographically well positioned as a regional facility serving all areas of the City.

For these reasons non-contiguous alternative sites were rejected.

#### 6.2.3 Contiguous Sites

##### (a) West of Convention Center.

The Harbor Freeway proceeds north-south adjacent to the existing Convention Center, and prevents the construction of additional facilities to the west. It is not practical to utilize a facility which is split by such a large distance and visual barrier. The spaces would not be saleable as compared to other first class facilities in the region.

The alternative has been rejected.

##### (b) North of Convention Center

The City acquired frontage properties on the north side of 11th Street at the time the streets were realigned to accommodate the construction of the original Convention Center. It would be possible, as outlined in Section 3.3.2 of the Final EIR, to realign 11th Street to the north to increase the amount of land on the existing Convention Center site. While this may prove beneficial in the future for the Phase II development, the total amount of land required for the Phase I development makes it impractical to take land only to the north.

Two major streets would have to be bridged to make available the equivalent land area as the recommended southward expansion, and transportation impacts, including freight loading, would be significant on 11th Street and the intersection of Olympic Boulevard and Figueroa Street which is very congested at the present time.

The practical extent of massing land to the north for the project would include the area bounded by 11th Street, the Harbor Freeway, Olympic Boulevard and Figueroa Street. This area includes five City blocks which would provide only 13.8 acres plus a minimal number of acres which would be obtained through street vacations. This area, as noted in the Addendum, contains 202 dwelling units, 52 motel rooms, 6 retail businesses, 36 professional/service businesses, and 7 wholesale/manufacturing businesses.

The CRA is also interested in creating a downscale transitional development area in the space between Olympic Boulevard and 11th Street, directly north of the Convention Center.

This alternative area was rejected due to the infeasibility of meeting project requirements and environmental factors except impacts on historical buildings, businesses and housing which are greater to the south.

(c) East of Convention Center

Similar to the northbound expansion alternative, two or more major streets, Figueroa and Flower Streets, and possibly 12th Street, would have to be bridged to obtain an area large enough to meet the program requirements.

Flower Street is also proposed to be the alignment for a light-rail transit line, with a light-rail station planned for the intersection of Flower and Pico. Although the light-rail will service the Center, the traffic associated with its operations would again be shifted to the north and east where traffic congestion is already greater than the southward area which can more quickly disperse cars out of the downtown area.

Bridging two streets would be extremely expensive. The mass and scale of the building would overwhelm the impacted streetscapes and would be more negative contextually than the larger less impacted area to the south.

The practical extent of massing land for the project to the east would include the area bounded by Figueroa Street, 11th Street, Hope Street and Pico Boulevard. This area would provide 16.5 acres in four City blocks and there would be no opportunity to gain additional acreage through street vacations since all streets in the area are major arteries for vehicle traffic. The area contains 68 dwelling units, 4 retail businesses, 13 professional/service businesses, and 4 wholesale/manufacturing businesses.

The eastward expansion was rejected in favor of the southward based on feasibility and environmental factors, except impacts on historic buildings, businesses and housing which are greater to the south.

### 6.3 No Project

The No Project alternative would delay or eliminate the acquisition of the project site and the construction of additional facilities for use of the Convention Center. Operations at the Center would be reduced as temporary structures would have to be removed absent any substantial planning for an expanded Center with a consequent loss of economic activity, employment and ability of the City to attract major events.

The land in the proposed project area would continue to be used for mixed use medium density residential with retail/commercial users fronting on Pico Boulevard, Figueroa Street and Venice Boulevard. Environmental impacts resulting from this alternative would be those occurring from full buildout of developments as allowed by City zoning codes.

This alternative was rejected in view of the overriding considerations which indicate the need for a major expansion to the facility with the wide ranging benefits it will provide for the City.

## 7. STAFF RECOMMENDATION SUMMARY

The staff of the Municipal Auditorium Department has acted, with the assistance of Engineering-Science, Inc., an experienced environmental consulting firm, to carefully determine the environmental consequences of the Expansion to the Los Angeles Convention Center, to determine levels of their significance, recommend mitigation measures and to encourage the participation of the public and interested public agencies in the environmental review process and make recommendations concerning project alternatives. This document, and the Final EIR for the project, provide all relevant information and recommendations which have resulted from the environmental review for use by the decision makers who are responsible to approve the project.

These findings, mitigation measures, statements of overriding considerations and recommendations on project alternatives are submitted for adoption by the Authority, the Council and other decision makers through appropriate enabling resolutions.

**Response to Comment No. 45-21**

Attachment 5 consisting of “City Plan Case No. 86-611 PWA” dated October 1, 1986, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers.

**Comment No. 45-22**

See following page.

Committee Hearing  
Environmental Impact  
July 15, 1986

# 2

CONVENTION CENTER ENVIRONMENTAL IMPACT REPORT  
RELOCATION AND REPLACEMENT HOUSING ISSUES

Environmental Issues:

CEQA (California Environmental Quality Act) requires that the City certify the Environmental Impact Report (EIR) of any project which will have a significant effect on the environment. Part of that report is the environmental impact caused by the displacement of over 300 very-low income families by the expansion of the Convention Center. The mitigating factors taken into account are more fully set forth in the Relocation and Replacement Housing Plans for the project. Although these plans are in draft stage and have not been adopted by the Community Redevelopment Agency, the Convention Center Authority has asked that the EIR be approved prior to final action on these plans.

Public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. Public Resources Code, Section 21002. Once the EIR is approved, it sets in motion a 30-day time period during which legal challenges to its sufficiency must be made. The Legal Aid Foundation of Los Angeles believes the EIR fails to consider several aspects of the relocation which could significantly alter the environmental impact of the project.

Relocation Housing Issues

The CRA is required to provide all families with habitable and affordable housing prior to actual displacement. California law requires that the CRA make a needs assessment of those to be displaced. The needs assessment of CRA on this project reveals the following: (1) a large majority of families to be displaced require relocation to two and three bedroom units; (2) the families to be displaced are very-low income with a median income of \$8,200, and (3) a substantial majority of the families desire to remain in the downtown area close to their place of employment and schools.

But the Relocation Plan does not identify sufficient housing for these families. The CRA has but 74 CRA, non-federally, assisted very low income, family units coming on

Committee Hearing  
Environmental Impact  
July 15, 1986

line in the entire City of Los Angeles during the next 14 months. A CRA conducted study demonstrates that the private market offers rents at twice what these families are now paying. While the CRA will pay for "last resort" relocation housing, it apparently has not set aside a particular sum for the relocation or appointed a relocation committee to oversee the process.

Replacement Housing

The CRA has no legal obligation to build replacement housing for these particular families. But the families do have priority to replacement housing once built. And the Redevelopment Plan for the Central Business District goes further, requiring that no one be displaced until there is a suitable housing unit for replacement within the area:

Replacement housing for low and moderate income residents will be provided within the boundaries of the Project area prior to the relocation of such residents from present housing; and that such housing be made available to such residents at a cost not to exceed that set forth in the definitions of the City's low income housing ordinance. (CBD Redevelopment Plan, p. 44).

Aside from any legal obligation, common sense dictates that replacement housing, for which these families have priority, should reflect the needs of those displaced. Otherwise, there is no meaning to the "priority" status of those displaced. And sound public policy requires building very low income units when other low-cost housing has been eliminated.

Suggested Resolution:

The City Council should not certify the Environmental Impact Report until it instructs the CRA to build replacement housing units which reflect the needs of the very-low income families it displaces by this project. From the data that is available to Legal Aid, this means constructing approximately 250-300 very-low income, 2-3 bedroom units.

The CRA should create a tracking mechanism which insures that those displaced can be located for priority selection after the units are built.

The time frame for the construction of the replacement housing units should be collapsed from the present 4-year timetable to no more than 3 years.

Committee Hearing  
Environmental Impact  
Page Three

In this way, the City Council can be assured that the effect on the environment of displacing 300 or more very-low income families, and eliminating their low-cost housing from the housing stock, will be effectively mitigated.



# City Council of the City of Los Angeles

OFFICE OF THE PRESIDENT PRO TEMPORE

**Joan Milke Flores**  
COUNCILWOMAN, 15TH DISTRICT

485-3347

86-1490

July 14, 1986

Mr. Michael Bodaken  
Attorney at Law  
Legal Aid Foundation of Los Angeles  
1550 W. 8th Street  
Los Angeles, CA 90017

Dear Mr. Bodaken:

Thank you for your letter of July 9, regarding the expansion of the Los Angeles Convention and Exhibition Center.

We have asked the City Clerk to the IED Committee Irv Walder to make your letter a part of the Council file on this matter which will be in IED Committee Tuesday, (July 14) we will also ask staff to report to your concerns.

Yours very truly,

JOAN MILKE FLORES  
PRESIDENT PRO TEMPORE  
Los Angeles City Council

JMF:BE:cjh

cc: Irv Walder, City Clerk Office ✓

**FILED**  
CITY CLERK'S OFFICE

'86 JUL 14 P12:06

ELIAS MARTINEZ  
CITY CLERK

BY

OFFICE

LEGAL AID FOUNDATION OF LOS ANGELES  
1550 WEST EIGHTH STREET • LOS ANGELES, CALIFORNIA 90017 • (213) 487-3320

July 9, 1986

86-1290

Councilwoman Joan Flores  
City Hall  
200 North Spring Street, Room 237  
Los Angeles, California 90012

Re: Expansion of the Los Angeles Convention  
and Exhibition Center

Dear Councilwoman Flores:

In the next several weeks the City Council will be asked to approve the Environmental Impact Report (EIR) for the expansion of the Los Angeles Convention and Exhibition Center. This letter and its attachments address our concerns regarding the EIR and, in particular, the serious impact of the project on the families who are required to relocate as a result of this expansion.

Lack of Affordable Relocation Housing

Exhibit "A" is a brief summary of our concerns regarding the EIR. The most critical impact of the project is the displacement of more than 374 families from their homes.

The Community Redevelopment Agency (CRA) is required to provide all families with decent, sanitary and affordable housing prior to displacement. We have analyzed the housing needs of those families who have been surveyed by the CRA and we have serious concerns about the availability of relocation housing which meets the requisite legal standard. (Our analysis excludes 99 families which CRA identified in its survey as families living with at least one other family in one unit. A needs assessment of these 99 families may only be undertaken after CRA obtains additional information regarding the composition of these families.)

The law requires that the CRA make a needs assessment of those to be displaced. The needs assessment undertaken by the CRA reveals (1) The large majority of families displaced require relocation to two and three bedroom units; (2) The families displaced are very-low income; and (3) Neither CRA subsidized units nor the private market afford sufficient available housing for these families' relocation needs.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK

July 1, 1986

Dear Mr. [Name]

Reference is made to your letter of July 1, 1986, regarding the proposed [Project Name] located at [Address].

The Department of Public Works has reviewed the information provided and has no objection to the proposed project.

Very truly yours,

Enclosed for you are two copies of the City Clerk's Office's letter to the City Council regarding the proposed project. The letter contains the City Clerk's Office's comments and recommendations regarding the project.

FILED  
CITY CLERK'S OFFICE

'86 JUL 14 P12:06

ELIAS MARTINEZ  
CITY CLERK

Very truly yours,

The City Clerk's Office has reviewed the information provided and has no objection to the proposed project.

The City Clerk's Office has reviewed the information provided and has no objection to the proposed project.

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The City Clerk's Office has reviewed the information provided and has no objection to the proposed project.

Of the 251 families whose needs could be assessed using CRA's statistics, more than 70% will require two or three bedroom units. The need for two or three bedroom units is likely to be even greater once the needs of those families now living in units occupied by more than one family are assessed.

The difficulty of finding housing is further compounded by the fact that all families will require very low cost housing. According to CRA's statistics, the median income of the population to be displaced is \$8,200.00. Assuming a family would spend 25% of its income on shelter, rents in relocation housing would have to be \$170/month or less.

We have met with CRA twice to discuss the availability of housing for those persons to be displaced by the expansion of the Convention Center. CRA represented to us that it could relocate all families to appropriate housing by using its own housing stock and that of the private market.

The available CRA assisted housing stock is set forth in Exhibit "B". This exhibit identifies the new housing that will become available during the period of displacement. According to CRA's own statistics, this housing includes only 74 non-federally subsidized units for very low income families. Additionally, CRA has represented to us that this housing can not be specifically reserved for the families to be displaced by the expansion of the Convention Center.

Nor will the private rental market provide affordable relocation units for these families. The average rent now paid by these families is \$271.00 for a one-bedroom unit. According to CRA's two week survey of available rental units, the average rent for a one-bedroom unit is \$533.00 (L.A. Times) and \$423.00 (La Opinion). The comparison of rents for two and three bedroom units demonstrates the same magnitude of discrepancy.

#### Replacement Housing Obligation

The inability to provide sufficient relocation housing may be resolved in a number of ways. The most obvious method is to require CRA to build comparable replacement units before any family is displaced.

State law requires the CRA to build replacement housing for each unit removed from the market and the agency must offer the new units to displacees on a priority basis. However, not all of these units must be low or very-low income units. Further, the CRA has 5 years within which to build this replacement housing and it currently has no effective method of informing displacees when these units become available.

Due to the critical shortage of decent, affordable housing; the expedited timetable of the expansion project; and to insure that those families displaced by the expansion

project obtain adequate housing, the time for building replacement housing must be shortened so it is available at or near the time of relocation. And this replacement housing must be reserved specifically for these displaced families.

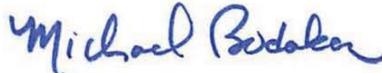
Alternately, if the replacement housing is not available at the time of relocation, residents should be moved into temporary relocation housing and be provided with a sufficient rent supplement until the replacement housing is available. Given the low-income status of these families and the high rental rates for private housing in Los Angeles County, it is inconceivable that the \$4,000 relocation benefits is sufficient to supplement rentals in private housing until 300 replacement housing units are built.

Councilman Yaroslavsky is organizing a meeting with CRA and Legal Aid to discuss the foregoing. Hopefully we will reach a resolution which will be incorporated into the EIR and project plan to guarantee replacement housing to every family required to relocate. We will provide you with further information following that meeting.

In the meantime, it is our position that the EIR and Relocation Plan for these families are not legally valid.

Thank you for your time and attention to this matter.

Very truly yours,



Michael Bodaken  
Attorney at Law

MB/mb

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*M*

# CITY OF LOS ANGELES

CALIFORNIA

ELIAS MARTINEZ  
CITY CLERK

OFFICE OF  
**CITY CLERK**  
ROOM 395, CITY HALL  
LOS ANGELES, CA 90012  
485-5705



TOM BRADLEY  
MAYOR

WHEN MAKING INQUIRIES  
RELATIVE TO THIS MATTER,  
REFER TO FILE NO.

86-1290

July 10, 1986

## INDUSTRY AND ECONOMIC DEVELOPMENT COMMITTEE

In accordance with Council Rules, communication from the Mayor, transmitting communication from the Los Angeles Convention & Exhibition City Authority Commission, requesting concurrence in the certifying of the Final Environmental Impact Report for the proposed expansion of the Los Angeles Convention Center, and adopting the Statement of Findings and certain recommendations, was referred to INDUSTRY AND ECONOMIC DEVELOPMENT COMMITTEE.

*Elias Martinez*

City Clerk  
ca

*2*

*M*

**TRANSMITTAL**

TO

**THE COUNCIL**

COUNCIL FILE No.

JUL 03 1986

86 1290

FROM

**THE MAYOR**

COUNCIL DISTRICT

Transmittal for your consideration.

Mayor

*Antonia Calleia*

ANTON CALLEIA  
Chief Administrative Assistant  
to Mayor

JUL 10 1986

**IND. and ECON. DEV.**

FILED  
CITY CLERK'S OFFICE

'86 JUL -8 AM 10:07

ELIAS MARTINEZ  
CITY CLERK

BY \_\_\_\_\_ DEPUTY

IND. SHG. BOOZ. DEAR.  
JUL 10 1986

CITY OF LOS ANGELES  
CALIFORNIA

MUNICIPAL AUDITORIUM  
DEPARTMENT

COMMISSIONERS  
ADA P. SANDS  
PRESIDENT

LEONARD MAULLIN  
VICE-PRESIDENT

DAN S. LOUIE, JR.  
DAVID SIMON  
ZELMA R. STENNIS



TOM BRADLEY  
MAYOR

LOS ANGELES  
CONVENTION AND  
EXHIBITION CENTER

DICK WALSH  
GENERAL MANAGER

1201 SO. FIGUEROA STREET  
LOS ANGELES, CA 90015  
(213) 741-1151

July 2, 1986

The Honorable Tom Bradley  
Mayor, City of Los Angeles  
Room 305, City Hall  
200 North Spring Street  
Los Angeles, CA 90012

JUL 3 3 33 PM '86  
RECEIVED  
MAYOR  
(ANTON CALLEIA)

Dear Mayor Bradley:

The Los Angeles Convention and Exhibition Center Authority Commission, at its meeting of July 1, 1986, adopted Resolution No. 342 (attached Exhibit B) certifying the Final Environmental Impact Report (FEIR) for the proposed Expansion of the Los Angeles Convention Center (copy enclosed), adopting the Statement of Findings and recommendations contained in Exhibit A.

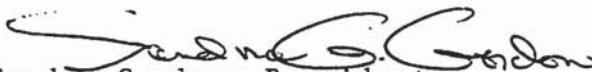
The Authority hereby requests City Council concurrence in these actions. Upon Council certification of the Final EIR and approval of related actions described in the enclosed Draft Council Resolution, Exhibit C, a Notice of Determination will be filed which will initiate a 30-day challenge period after which the project should be secure from legal contest on environmental grounds. During this period the Cooperation Agreement between the Authority and the Community Redevelopment Agency can be executed; negotiations with the design architect and project management joint ventures can proceed following Council concurrence with their selection; and the Special Mandatory Prepayment Provision of June 1, 1987, contained in the \$310 million Certificates of Participation which have been sold for this project can be released. Once the Prepayment Provision is released, funds, which are currently invested in short-term instruments can be reinvested in more favorable long-term securities which will earn higher rates of interest. The potential project interest cost reductions which can be realized from timely action by the Council are significant.

July 2, 1986

Staff of the Municipal Auditorium Department, the Community Redevelopment Agency and the environmental consulting firm of Engineering-Science, Inc. will be available to provide clarification regarding the enclosed documents and/or actions requested herein.

The Draft Council Resolution, Exhibit C, has been prepared to expedite Council consideration of these matters. Your transmittal of this request for action by the City Council at the earliest date possible will be appreciated.

Very sincerely yours,



Sandra Gordon, President  
Los Angeles Convention and  
Exhibition Center Authority  
Commission

Attachments (4)

cc: Council Members  
Barbara Kaiser  
Keith Comrie  
Gary Netzer  
Craig Lawson  
Pete Echeverria

REVISED

FINDINGS AND STATEMENT OF FACTS  
CONCERNING OVERRIDING CONSIDERATIONS TO,  
OR MEASURES IN MITIGATION OF,  
SIGNIFICANT ENVIRONMENTAL EFFECTS  
OF THE EXPANSION OF THE  
LOS ANGELES CONVENTION AND EXHIBITION CENTER

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## INTRODUCTION

Article VI, Section 8.a of the Los Angeles City CEQA Guidelines requires the Municipal Auditorium Department, acting as Lead Agency, to make recommendations to the Los Angeles Convention and Exhibition Center Authority Commission, hereinafter referred to as AUTHORITY, the Los Angeles City Council, hereinafter referred to as COUNCIL, and the Community Redevelopment Agency, hereinafter referred to as CRA, on whether the environmental impacts attributable to the proposed project can be feasibly mitigated, and whether reasonable and feasible alternatives to the proposed project would significantly reduce the project's environmental impacts. In addition, Section 21081 of the California Public Resources Code and Article VI, Section 9.5 of the City CEQA Guidelines declare that a project may not be approved by a public agency when an EIR has been prepared which identifies one or more significant adverse impacts unless that agency finds that the identified impacts can be satisfactorily mitigated, and/or that satisfactory mitigation is within the responsibility and jurisdiction of another public agency, and/or that economic, social, or other considerations make infeasible recommended mitigation measures or otherwise superior project alternatives. Pursuant to these foregoing provisions, the following sections identify the composition of the Final Environmental Impact Report referencing relevant sections therein, and makes a recommendation regarding the project's approval.

## 1. SIGNIFICANT ENVIRONMENTAL IMPACTS: CULTURAL RESOURCES

The project will have significant impacts on the cultural resources of the project area.

1.1 Historical Resources1.1.1 Findings

The project will necessitate the removal of five (5) buildings determined to be potentially eligible for listing in the National Register of Historic Places:

- (1) Georgia St. Police Station, 1335-1345 Georgia St.
- (2) Gottlieb Glouner Rental Cottage, 1314 Wright Street
- (3) Gottlieb Glouner Residence, 1326 Wright Street
- (4) Ferdinand Gottschalk Residence, 1337 Wright Street
- (5) Edward A. Strong Residence, 633 West 15th Street

A total of 110 similar structures exist in the CBD Development Project Area. The affected buildings in the expansion site constitute about five (5) percent of such structures.

The CRA, after evaluating each of the 5 structures, has determined that it will be economically or structurally infeasible to relocate the buildings in view of their historical and architectural significance. Initial studies by a qualified architect indicate that the buildings would be contextually inappropriate and would seriously impair an effective design of the new Convention Center facility.

#### 1.1.2 Mitigation Measures

The following measures will mitigate project impacts on the primary historic resources, but not to a level of insignificance.

- (a) Undertake photographic documentation (architectural quality photographs) of the 5 structures which are determined to be eligible for listing in the National Register of Historical Places and recommend use of decorative elements, if salvageable, for use by others or in the context of the project.

Implementing Agency: CRA

- (b) Instruct the project architect to consider use of the aforementioned salvageable elements and photographic displays within the project design.

Implementing Agency: AUTHORITY

#### 1.1.3 Statement of Facts

Historic resources impacts and mitigation measures are discussed in Section 3.2.1A, 3.2.2A and 3.2.3A of the EIR.

### 1.2 Historic and Prehistoric Archaeologic Sites

#### 1.2.1 Findings

No known historic or prehistoric archaeological sites are on the project site. However, the occurrence of many known sites in the Los Angeles area suggests that there may be potential for subsurface archaeological resources to occur at the site.

1.2.2 Mitigation Measures

The following mitigation measure will reduce project impacts on historic and prehistoric archaeological sites to a level of insignificance.

A qualified archaeologist will be on call to monitor periodically all ground-breaking activities. If archaeological remains are found, construction at the site will be stopped until the archaeologist has determined their importance, made mitigation recommendations, and effected those recommendations adopted by the Authority.

Implementing Agency: AUTHORITY

1.2.3 Statement of Facts:

Historic and Prehistoric-Archaeologic sites are discussed in Sections 3.2.1B, 3.2.2B, and 3.2.3B of the EIR.

1.3 Paleontologic Resources

1.3.1 Findings

No known paleontologic resources occur on the project site. However, the potential exists for adverse impacts to these resources since all alluvium in the area may contain important fossil remains.

1.3.2 Mitigation Measures

The following mitigation measure will reduce project impacts on paleontologic resources to a level of insignificance.

A qualified paleontologist approved by the Natural History Museum of Los Angeles county will be on call to remove fossil remains. All activity at the site will be stopped until the paleontologist has removed the remain.

Implementing Agency: AUTHORITY

1.3.3 Statement of Facts

Paleontologic resources are discussed in Section 3.2.1C, 3.2.2C, and 3.2.3C of the EIR.

2. SIGNIFICANT ENVIRONMENTAL IMPACT: TRAFFIC

The project will have significant impacts on the two traffic areas presently experiencing severe congestion in the absence of the project:

- (a) The intersection of Eleventh and Blaine Streets.
- (b) Traffic on nearby freeways.

## 2.1 Findings

The project will generate increased traffic at the intersection of 11th and Blaine Streets headed towards the Harbor Freeway on-ramp and contribute relatively small, but nevertheless significant, increases in freeway traffic.

## 2.2 Mitigation Measures

The following measures are recommended for implementation following additional review by the responsible agencies to maximize their effectiveness. The indicated agencies have given preliminary approval for these measures. The proposed measures will substantially mitigate project impacts on traffic, but not to a level of insignificance.

- (1) Restriping. 11th Street will be restriped under the bridge to provide three westbound lanes and one eastbound lane at Blaine Street.

Implementing Agency: Los Angeles Department of Transportation (LADOT)

- (2) Widening. The on-ramp to the Harbor Freeway at 11th and Blaine will be widened so that vehicles can line-up two abreast on the ramp.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (3) Resignage. The widened ramp will also be configured to allow southbound traffic on Blaine to be signed as a left-turn only lane to 11th Street, a freeway-only lane, an optional freeway and southbound Blaine Street and an optional through and right-turn lane.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (4) Schedule Convention Center Activities to Reduce Traffic Impact on Adjacent Freeways During Peak Travel Hours. Traffic studies for operations at the Los Angeles Convention Center indicate that its operation accounts for the addition of small increments of traffic on relatively few days each year during peak traffic demand hours on the freeways. Efforts will be made to inform and encourage event producers and managers to adjust event schedules whenever practical to assure good ingress and egress to the area for their attendees so as not to impact base traffic levels more than necessary.

Implementing Agency: LAMAD

- (5) Public and Private Transit Use. A number of measures will reduce automobile traffic and facilitate increased use of public and private transit to and from the Convention Center. These measures include providing sufficient width along 11th Street to allow RTD to continue to layover their buses west of Figueroa Street; providing charter bus, taxi, and shuttle bus capacity at the Nagoya/Trenton turnaround and the off-street charter bus loading area; providing bus bays on both the north and south side of Pico west of Figueroa; engaging private charter bus companies for major events; coordinating with the downtown shuttle bus operation so that parkers can be shuttled from off-site remote lots to the downtown area; and providing a major, convenient pedestrian entrance to the expanded center near the intersection of Figueroa/Pico so that light rail transit passengers can easily enter the site.

Implementing Agencies: LAMAD and LADOT.

In addition to these measures, the following additional mitigation measures are recommended to reduce other individual and cumulative traffic impacts to a level of significance:

- (6) Blaine/12th Rerouting. A particularly under-utilized route to the Convention Center now exists along Blaine Street to 12th Street and then easterly into the main garage entrance. By restriping Blaine Street north of 11th to four approach lanes, and by prohibiting parking on the east side of Blaine between 11th and 12th Streets, a two-lane approach to 12th Street could be provided. This improvement will take turning movement traffic out of the 11th/Blaine and the 11th/Sentous Street intersections. Signing will be added to the intersections to direct traffic to the Convention Center main garage.

Implementing Agency: LADOT

- (7) Two-Way 12th Street. 12th Street between Flower and Figueroa Streets will be made a two-way street so that charter buses, shuttles and taxis can take full advantage of the Convention Center transit drop-off loop and the proposed Flower/Figueroa one-way pair.

Implementing Agency: LADOT

- (8) Venice Signal. A signal along Venice Boulevard at the south access onto Venice will be considered to facilitate movement in and out of the new south garage and to accommodate trucks in and out of the site at this point. This signal will help distribute traffic along Venice Boulevard and reduce impacts along Figueroa.

Implementing Agencies: AUTHORITY and LADOT

- (9) Cherry Street Widening. The Cherry Street approach to Pico Boulevard will be widened to four northbound lanes to provide a left-turn lane, an optional left and through-lane, a through lane and an exclusive right-turn lane. This fourth lane (the exclusive right-turn lane) will facilitate movement in and out of the new parking spaces located underneath the south exhibit hall and it will reduce the delay to northbound Sentous traffic by assigning all right turners into a separate lane. Because pedestrian crossings of Pico Boulevard are likely to increase in the future, these right turning movements may face additional delay, therefore the second lane will be needed.

Implementing Agencies: AUTHORITY, LADOT, and CALTRANS

- (10) Figueroa Right-of-Way. The Phase II Convention Center Expansion will leave 12 feet of right-of-way along the west side of Figueroa in the event that the City of Los Angeles Department of Transportation is able to affect a roadway widening north of 11th Street. The limit of the right-of-way reservation will be from 11th Street south-erly to 12th Street.

Implementing Agencies: AUTHORITY and LADOT.

- (11) Transportation Demand Management. The Los Angeles Department of Transportation called for a Transportation Demand Management (TDM) program as part of the mitigation package for the Convention Center Expansion. A TDM program is most effective for employee trips in that these are the most susceptible trips for transportation management measures (example, work hours staggering, carpools, transit passes, etc.). The Convention Center itself has a relatively small permanent staff with variable work schedules and major employee load added as temporary employees to service the larger shows. A TDM

plan for the Convention Center Expansion does not appear to be an effective mitigation measure; however, it will be given consideration in operations plannings.

Implementing Agency: LAMAD

### 2.3 Statement of Facts

Traffic impacts and mitigation measures are discussed in relation to all transportation, circulation and parking impacts in Section 3.3 of the EIR. Specific impacts and mitigation measures relative to traffic are discussed in Sections 3.3.2B and 3.3.3B of the EIR.

## 3. SIGNIFICANT ENVIRONMENTAL IMPACT: POPULATION AND RELOCATION

The project will result in significant impacts to population and relocation of people.

### 3.1 Findings

The project will necessitate the relocation of approximately 1,470 residents, 410 dwelling units, and 60 businesses.

### 3.2 Mitigation Measures

The following mitigation measures will substantially mitigate project impacts on population and relocation, but not to a level of insignificance:

- (1) The CRA will relocate each displaced household or business into housing buildings complying with building and occupancy standards and having cost of rental levels that each relocated household or business can afford in as close proximity as possible to the existing site.
- (2) The relocation plan developed by CRA will contain two forms of aid to owners, tenants and businesses who must relocate: (a) Relocation advisory assistance in the form of counseling and aid in locating suitable replacement properties; and (b) relocation assistance payments to help pay for the cost of relocation.
- (3) The CRA will provide referral services to those qualified for public housing and for service by social service agencies.
- (4) The CRA will provide explanation of procedures, make referrals, and give full assistance to any qualified home purchasers in obtaining mortgage financing under the most favorable terms. Certificates of Eligibility

under the National Housing Act where and when applicable will be furnished to home buyers seeking financing as well as to prospective tenants of subsidized housing and Section 8 rental assistance housing.

- (5) Relocation assistance payments will be made. Residential occupants are entitled to moving costs by either of the following methods: (1) a fixed payment based on a room count of the agency acquired dwelling moved from; or (2) actual cost of moving by a qualified commercial moving company. In addition, renters of three months or more (prior to Agency issuance of Notice to Acquire) and owner-occupants of more than three months or more are eligible for either a down payment or rental assistance payment. Owner-occupants of three months or more are eligible for a replacement housing payment or a rental assistance payment if they choose to rent rather than purchase. Rental assistance and replacement housing payments are made only if the replacement dwelling meets housing code requirement.
  
- (6) The CRA shall rehabilitate, develop or construct or cause to be rehabilitated, developed or constructed for rental or sale to persons of low or moderate income, an equal number of replacement units at affordable housing costs consistent with the following requirements:
  - (a) Timing: Replacement units will be completed by the earlier part of January 1991, or the opening of the Convention Center Expansion for its intended use.
  
  - (b) Income: All replacement units will be affordable to persons and families of low or moderate income. At least 40% of the replacement units shall be affordable to persons and families of low income.
  
  - (c) Size: The replacement housing units shall contain at least the same number of bedrooms and other living areas as the dwelling units removed by the Agency.
  
  - (d) Preferences for Displacees: Those persons or families of low or moderate income who were displaced as a result of the Convention Center Expansion shall be provided with preference in renting or purchasing the replacement housing units.

- (7) The CRA provides that business owners and non-profit organizations may elect one of the following types of moving payments: (a) actual reasonable moving costs performed by a qualified commercial mover, or (b) a self-move payment not to exceed an acceptable low bid obtained by the CRA. Instead of actual moving expense payment, a business or non-profit organization may request a fixed payment if the following criteria are met:
- (a) It occupied the property when the CRA made its first written offer to purchase the real property, or lived in the property at the time of acquisition.
  - (b) It vacates or moves from the property and/or removes personal property from the property as a result of project implementation.
  - (c) The real property is purchased by the Community Re-development Agency as part of the expansion implementation.

The limit for such a fixed payment is \$10,000.

Implementing Agency: CRA for all relocation and rehous-  
ing associated with the project.

NOTE: CRA will provide relevant written materials in both English and Spanish languages and bilingual relocation counselors as required to meet the needs of the area residents whose primary language is Spanish.

### 3.3 Statement of Facts

Impacts on population and relocation are discussed in Section 3.6.2A of the EIR. Mitigation measures for relocation, housing, businesses, schools and population are discussed in Section 3.6.3 of the EIR.

## 4. SIGNIFICANT ENVIRONMENTAL IMPACT: CUMULATIVE IMPACTS

The project will result in significant cumulative impacts in consideration with other "background projects" which are proposed to be built or otherwise implemented in the area of the project.

### 4.1 Findings

The overall cumulative long-term effects of the project are as follows:

- (a) Increase in traffic congestion, which will impact streets in the downtown area;
- (b) Increase in air pollutants due to the increased traffic and combustion of natural gas and other fossil fuels (offsites);
- (c) Increase in consumption of natural gas and electricity (the projected increase is within the capacity of the existing utility systems and will not require expansion of production facilities; with the implementation of conservation measures and devices, these impacts may be mitigated to a certain level;
- (d) Increase in sewage, solid waste, and water usage during peak demand periods. (The estimated increases are within the projected service system capabilities.)
- (e) Increase in traffic on adjacent freeways. CALTRANS has stated that the Harbor I-110 and Santa Monica I-10 freeways in the area of the project are already at or near capacity and consequently any new traffic can result in a significant impact.

#### 4.2 Mitigation Measures

The following measures will substantially mitigate project contributions to cumulative impacts, but not to a level of insignificance. Project specific measures are recommended in the areas of traffic mitigation, energy conservation, and public service systems to minimize cumulative impacts from the proposed project.

- (1) Traffic. Cumulative traffic impacts will be mitigated with measures (4), (5), (7), and (11) of Section 2.2 of these findings.

Implementing Agencies: LAMAD and LADOT.

CALTRANS did not suggest any specific mitigation measures to alleviate the local freeway traffic and their representatives stated that the five year planning program for the immediate area included no substantive improvements by their agency.

- (2) Air Quality. No specific mitigation measures are proposed to address cumulative impacts at the project level. As discussed in Section 3.8 of the EIR, careful planning will be used at the site level to reduce concentrations of pollutants in addition to efforts to maximize efficient transportation as discussed in Section 3.3 of the EIR.

Implementing Agencies: AUTHORITY and LAMAD

- (3) Energy. Cumulative energy impacts will be mitigated by creation of a City Energy Manager/Engineer position, development of an Energy Management System, installation of energy efficient lighting systems, insulation of building structures, use of reflective roof materials, avoidance of electrical space heating, modernization of HVAC systems, and adoption of other energy conserving design and operational procedures.

Implementing Agency: AUTHORITY and LAMAD

- (4) Public Services. Cumulative impacts on solid waste facilities will be reduced by use of trash compactors. Impacts on water facilities will be reduced by installing water conserving and sewage reducing appliances, valves and fountains, drought resistant plants, and drip irrigation systems. Impacts on police services will be reduced by installing security systems and using security guards. Impacts on fire services will be reduced by installing sprinkler systems and fire protection equipment, and through approved designs. Impacts on utilities will be reduced by using solar units and natural ventilation designs, use of computer controlled light monitoring systems, and use of light colors on interior and exterior surfaces.

Implementing Agencies: LAMAD and AUTHORITY

- (5) General. Project staff will work closely during the facility and operations planning phases of the project with agencies which have specific responsibilities for areas significantly affected by the cumulative impacts resulting from other projects in the downtown area, i.e., Planning Department, LADOT, CALTRANS, Air Quality Management District, etc.

Implementing Agencies: AUTHORITY and LAMAD

#### 4.3 Statement of Facts

Cumulative impacts and system capabilities are addressed in the EIR in each appropriate area including traffic, utility and public services, air quality, and noise (Section 4.2). All issues raised by agencies and individuals relative to cumulative impact issues have been documented in the EIR text and in specific comments to letters received during the Draft EIR review period (Section 8).

## 5. OVERRIDING CONSIDERATIONS

This section provides summary information concerning the objectives of the project, market and development feasibility studies and relevant data to support a decision to expand the Los Angeles Convention Center in consideration of any cumulative environmental impacts of the project and the fact that aforementioned impacts may not be mitigated to insignificance or avoided by the measures previously discussed. These considerations are based on public policy objectives developed by the Mayor's Blue Ribbon Committee on Convention Center Expansion and other public entities responsible for long-term planning in the project area including the Los Angeles City Council, the Community Redevelopment Agency and the Authority which has specific responsibility for development of the Los Angeles Convention and Exhibition Center facilities.

### 5.1 Findings

The findings in support of a decision to proceed with the project are:

#### 5.1.1 The Need to Replace Temporary and Interim Structures to Meet Current Demand for Exhibit Space, Meeting Rooms and Related Facilities

In 1981 the 106,000 square foot North Hall was completed at the Center. This interim facility was designed to meet immediate critical space requirements for new and expanding events which utilize the Center. It was constructed at a relatively low cost and was put in place pending further studies for a large permanent addition in first class facilities. The North Hall lacks amenities, is not as efficient to operate nor as attractive to potential users as permanent facilities would be.

Since 1979, in an effort to keep pace with the demands of the larger events, the Convention Center has utilized temporary structures (canvas-like materials stretched over aluminum-ribbed frames complete with electricity, lighting, air conditioning, telephones, etc.) to provide up to 150,000 square feet of additional exhibit space required by clients. For instance, the recent Men's Apparel Guild Trade-Shows, held semi-annually, have required a total of 547,000 square feet of exhibit space. To meet this need, it was necessary to construct nine temporary "bubbles" surrounding the main Convention Center facility. Other temporary measures involve using parking areas for exhibit hall space. As an example, during recent WESTEC Shows, held annually, as many as 953 parking spaces have been used as exhibit space, registration area, storage, fire separation or general access.

It is recognized, that these temporary and interim measures have been needed to accommodate current operating problems that must be solved by expansion of the building. These ar-

rangements have provided exhibit spaces which are not satisfactory as a long-term solution in view of the market demand. The temporary facilities do not provide a good layout for the shows and are considered to be second-class space. Also, the support facilities are not equipped with ancillary space such as meeting rooms, food facilities, lobby space, storage, or truck facilities and parking is inadequate. Although many of the large shows have tentative bookings through 1990, the show managers have made it clear that unless plans are forthcoming for some kind of permanent expansion, their show would have to consider moving to other facilities which can accommodate their space requirements. The Mayor's Blue Ribbon Committee in 1985 recommended replacement of these facilities as part of a permanent expansion to the Convention Center.

5.1.2 The Need to Increase the Size of the Convention Center to Meet Existing and Anticipated Demand for Additional Facilities. Market demand studies for an expanded Convention Center were completed in 1979 by Price Waterhouse & Co; in 1982 by Pannell, Kerr, Forster; and in 1985 by Touche Ross and Co. Each of these studies was increasingly thorough. Findings were summarized in the Final Report of the Mayor's Blue Ribbon Committee issued in October 1985. These studies indicate that a market exists to support an expansion of the Center to include 610,000 square feet of first class exhibit halls, 55 meeting rooms, an auditorium to seat 5,000 to 6,000 persons, and related public accommodations and support facilities.

These studies indicate that the convention, exhibition and meetings industry will experience strong growth and that Los Angeles, with adequate facilities, will continue to capture a major share of the market for activities held within Western states.

5.1.3 The Need to Stimulate Sustainable, Environmentally Secure Economic Activity in Los Angeles by Increasing Tourism and Providing a Full Service "Market Place" for Business Activity. The Los Angeles Convention Center is an especially attractive site for major events because of the year-round temperate climate, the variety of recreational activities available, and its close proximity to business resources.

The Convention Center now accommodates more than 1.5 million persons annually who attend the various events held there.

These events, such as conventions, trade and consumer shows have a dramatic and noticeable impact on the economy of the Los Angeles area. Out-of-town meeting delegates come to Los Angeles not only to rent hotel rooms, but to also spend considerable sums in restaurants, shops, on sight-seeing attractions, sporting events, cultural activities and local transportation. The community also benefits from the jobs created and the tax revenues received.

The more important contributions to the local Los Angeles economy generated by the Los Angeles Convention Center are shown in Table 1. On the average, the out-of-town convention attendee spends \$475 during his 4.2 day stay in Los Angeles. The convention attendee is usually accompanied on his convention trip by an additional 1.2 persons, who spend an amount nearly equal to that of the convention attendee. It is estimated that almost 60 percent of the total expenditures are spent for hotel accommodations. The convention attendee and party currently bring in \$203 million annually to the Los Angeles area which translates into 928,000 hotel room-days, \$64 million in hotel revenues, \$6.4 million in hotel room taxes, and \$8.6 million in sales taxes. In addition, the Convention Center also generated an operating profit of \$4.6 million in FY 1984/85.

TABLE 1  
SALIENT OPERATING AND ECONOMIC STATISTICS  
FOR LOS ANGELES CONVENTION CENTER, FY 1982/83 TO 1984/85

Item	1982/83	1983/84	1984/85
Total attendance from conventions and shows	1,476,000	1,513,000	1,576,200
Out-of-town convention attendees	197,300	218,700	221,000
Average expenditure per convention attendee	\$430	\$455	\$475
Average size of Convention attendee's party (no. of people)	2.1	2.1	2.1
New money brought into Los Angeles by convention attendee and party	164,153,600	192,674,700	203,320,000
Hotel room-days utilized by attendees	828,700	918,500	928,200
Hotel room revenues (Excluding Tax)	50,523,400	59,861,300	64,203,600
Hotel tax generated	5,054,900	5,988,800	6,423,100
Sales tax generated	7,053,500	8,245,000	8,619,000
Net income earned by the Convention Center	2,072,300	3,160,500	4,564,600

Source: Los Angeles Convention Center, Annual Report, 1982-84, 1984-85  
Los Angeles Visitors and Convention Bureau, data from visitor surveys; International Association of Convention and Visitors Bureaus; IACUB 1985 Convention Income Survey, April 10, 1986; Engineering-Science, 1986.

The construction and operation of the Los Angeles Convention Center will generate a major beneficial economic impact primarily to the local downtown and Wilshire Boulevard hotel and retail businesses, although some of the impacts will disseminate throughout the Los Angeles area. The total cost of the Phase I expansion is estimated at \$350,000,000, of which \$200,000,000 (including price contingency) will be expended for labor, materials and supplies. Construction employment for Phase I has been projected at 1,760 man-years which would translate into \$60 to \$70 million in local payrolls. Much of the \$200 million that would be spent for labor, construction materials and supplies would be manufactured or produced within the Los Angeles area and would have a direct as well as "multiplier" effect on the local/regional economy. Once the Convention Center Phase I expansion is completed, an additional 101 permanent operating jobs would be created; see Table 2.

In respect to visitor expenditures, new money brought into the Los Angeles area annually by 1994, following expansion of the Center is estimated at \$410 million (Touche Ross, 1985) compared to \$203 million for the 1984/85 fiscal year, for an increase of 102 percent. Hotel room expenditures are projected at \$130 million for the same year versus an estimated \$64 million for FY 1984/85, while the hotel tax generated is forecasted at \$13 million compared to about 6.4 million current (Engineering-Science, 1985).

It should be noted that the construction cost figures provided by Touche Ross have been adjusted, as noted, on Table 2 due to new design concepts developed since their study was completed.

An expanded convention center will permit booking of additional concurrent events. The Mayor has appointed a Convention Center Booking Policy Committee to study the overall economic impact on the City of various types of events to be held at the Center to assure that the optimal level of direct and indirect revenues accrue to the City in addition to providing a stimulus to private business enterprise in Los Angeles.

TABLE 2

PROJECT ECONOMIC IMPACTS --- 1994

1. Expenditures for project labor, materials and equipment	\$200,000,000*
2. Construction and equipment	1,760 man-years
3. New money brought into Los Angeles by convention attendees and party	\$410,000,000
4. Hotel room revenues (excluding tax)	\$130,000,000
5. Hotel tax generated	\$13,000,000

Source: Touche Ross & Company, Convention Expansion Feasibility Analysis, Final Preparation, May 13, 1985; Engineering-Science, 1986.

\*Revised by Authority staff from \$295,744,000 in original Touche Ross & Company Report based on update information contained in Official Statment for Certification of Participation to finance project, issued December 1, 1985.

5.1.4 The Need to Provide a Major Public Facility to Meet Needs of Local, Regional, National and International Activites to Enhance Social, Cultural, Economic and Political Ojectives of a City of Worldwide Prominence

Expansion of the Convention Center will provide a facility for major and concurrent events which cannot be accommodated in existing facilities in Los Angeles at present. The Center is the site for all types and sizes of events including international trade exhibitions, conventions, business trade shows, consumer shows, training seminars, ceremonies, large banquets, public and corporate meetings, public entertainment, etc. The building is an important element in the infrastructure of public and private facilities which enable the city to host large events such as the Olympics. Additional facilities are needed to attract similar world class events and national events such as political, professional, religious, trade and special interest associations which require larger facilities on one site than presently exist in Los Angeles or which require dates booked in the current facility. See Table 3 - Convention Center Activity Profile.

TABLE 3

The following table summarizes the number of conventions, trade shows and hall events held in the Center for the last eleven years and projected number of conventions, trade shows and hall events for the next nine years with the expansion project.

CONVENTION CENTER ACTIVITY PROFILE

Fiscal Year*	Event	Attendance
1974-75	71	837,542
1975-76	113	1,127,003
1976-77	99	997,823
1977-78	102	1,574,710
1978-79	111	1,157,023
1979-80	117	1,225,377
1980-81	87	1,514,200
1981-82	107	1,396,184
1982-83	142	1,476,848
1983-84	147	1,396,595
1984-85	123	1,576,203
1985-86	135	1,400,000
1986-87	140	1,450,000
1987-88	145	1,500,000
1988-89	150	1,550,000
1989-90**	200	2,325,000
1990-91	220	2,790,000
1991-92	240	3,069,000
1992-93	260	3,375,900
1993-94	270	3,713,490

\*The figures for fiscal years 1985-86 are based upon projected events as of November 20, 1985

\*\*Assumes expanded Center is fully operational in this year.

Source: City of Los Angeles, Municipal Auditorium Department

5.1.5 Need to Redevelop a Major Land Area in Downtown Los Angeles Consistent with Overall Planning Objectives for the Area

The redevelopment of the area included in this project in one unified plan is desirable for several reasons:

- (a) The acquisition of land bounded by Venice Boulevard, Figueroa Street, Pico Boulevard, the Harbor Freeway and related transition ramps creates a clear ecological zone with no projected remainders of the generally transitional, vacant or substandard inventory of structures which are in the area;
- (b) It will permit the maximum design flexibility to meet operating requirements for the Center and provide the greatest possible flexibility in meeting the design objectives for the project and area established by the CRA and the City Planning Department;
- (c) The City will own three corners at the intersection of Pico Boulevard and Figueroa Street which will permit a significant positive architectural design impact at this increasingly important intersection.

5.2 Statement of Facts

Section 2 of the EIR discusses needs for the project. The report from the Mayor's Blue Ribbon Committee Report of Expansion of the Los Angeles Convention Center, October 1985, summarized findings and recommendations of the Price Waterhouse, Pannell Kerr Forster, Touche Ross and staff studies conducted from 1979 through 1985. The Official Statement for the December 1, 1985 Authority Issue of Certificates of Participation to finance a project subject to further project description and certification of an EIR, contains additional economic and descriptive data on the proposed project.

Section 3.4 of the EIR discusses the urban design considerations of the project, including recommendations of the CRA.

6. PROJECT ALTERNATIVES CONSIDERED

6.1 The Recommended Alternative

The South Project Expansion Area bounded by Pico Boulevard, Figueroa Street, Venice Boulevard, the Harbor Freeway and related ramps, which was the primary study area of the EIR, is recommended over the Project Alternatives discussed in Section 2.4 of the Final EIR due to operational and construction feasibility and environmental considerations.

Four schemes were studied using a combination of the existing site and the South Project Expansion Area to determine how various arrangements on the site would impact the environment. All appeared to be relatively equal in terms of environmental impacts for a project of this scale and will form the overall planning parameters which the project architect, once selected, will be directed to use. Any substantive change in the scope of the project from those factors considered in the Final EIR will require a Supplemental EIR.

## 6.2 Expansion on Existing Site

The existing site of the Los Angeles Convention Center does not have sufficient available horizontal space to expand the facilities to the desired size. Vertical expansion of the existing structure may be possible for certain facilities such as additional meeting rooms; however, a major component of the expansion is exhibit space, which is difficult to construct and operate vertically. Exhibits are frequently large and/or heavy so as to be impractical to move to higher levels within a structure, for example, large boats, industrial machinery or automobiles. The need for ease of access and versatility for varied types of displays is most simply met by low, spread-out structures as the existing Convention Center.

Earlier studies by Touche Ross and The Luckman Partnership (architects), completed in 1985, proved that the cost of extensive changes to the existing facility, including significant interruption of operations, was prohibitive.

An impacted layout would eliminate the possibility of a balanced traffic, freight loading and parking configuration and would create a huge building mass not in keeping with urban design objectives for the area. Thus, although this alternative would not have the significant impacts upon historic buildings and relocation of residents and businesses as the southward expansion, the operational cost and design requirements of the exhibit halls preclude this alternative from further consideration.

### 6.2.2 Noncontiguous Alternative Sites

This alternative would consider sites throughout the City for the proposed Los Angeles Convention Center expansion.

One of the objectives of this project is to increase the size of the Convention Center to attract major events that have greater space requirements than can presently be met. To accomplish this objective with a noncontiguous site would require the acquisition of a substantially larger project area than would be required for a contiguous site, and would potentially have a greater impact upon the environment.

The location of the existing Convention Center in the vicinity of Los Angeles' downtown area provides excellent access to the City's business center as well as to local and state government offices. Lodging opportunities are also great due to the proximity of several major hotels. Due to these advantages it is desirable for the Convention Center expansion to be located in the downtown area adjacent to the existing facility. All regional transportation systems are readily accessible to the site through the freeways, major streets and public transit. It is geographically well positioned as a regional facility serving all areas of the City.

For these reasons non-contiguous alternative sites were rejected.

### 6.2.3 Contiguous Sites

#### (a) West of Convention Center.

The Harbor Freeway proceeds north-south adjacent to the existing Convention Center, and prevents the construction of additional facilities to the west. It is not practical to utilize a facility which is split by such a large distance and visual barrier. The spaces would not be saleable as compared to other first class facilities in the region.

The alternative has been rejected.

#### (b) North of Convention Center

The City acquired frontage properties on the north side of 11th Street at the time the streets were realigned to accommodate the construction of the original Convention Center. It would be possible, as outlined in Section 3.3.2 of the Final EIR, to realign 11th Street to the north to increase the amount of land on the existing Convention Center site. While this may prove beneficial in the future for the Phase II development, the total amount of land required for the Phase I development makes it impractical to take more land to the north.

Additionally, two major streets would have to be bridged to make available the equivalent land area as the recommended southward expansion, and transportation impacts, including freight loading, would be significant on 11th Street and the intersection of Olympic Boulevard and Figueroa Street which is very congested at the present time.

The CRA is also interested in creating a downscale transitional development area in the space between

Olympic Boulevard and 11th Street, directly north of the Convention Center.

This alternative was rejected for the above reasons.

(c) East of Convention Center

Similar to the northbound expansion alternative, two or more major streets, Figueroa and Flower Streets, and possibly 12th Street, would have to be bridged to obtain an area large enough to meet the program requirements.

Flower Street is also proposed to be the alignment for a light-rail transit line, with a light-rail station planned for the intersection of Flower and Pico. Although the light-rail will service the Center, the traffic associated with its operations would again be shifted to the north and east where traffic congestion is already greater than the southward area which can more quickly disperse cars out of the downtown area.

The mass and scale of a building to the east would have a more negative impact than that proposed by continuing it in a unified area bounded by the freeways and major streets in the southward area.

The eastward expansion was rejected in favor of the southward based on feasibility and environmental factors, except impacts on historic buildings and housing which are greater to the south.

6.3 No Project

The No Project alternative would delay or eliminate the acquisition of the project site and the construction of additional facilities for use of the Convention Center. Operations at the Center would be reduced as temporary structures would have to be removed absent any substantial planning for an expanded Center with a consequent loss of economic activity, employment and ability of the City to attract major events.

The land in the proposed project area would continue to be used for mixed use medium density residential with retail/commercial users fronting on Pico Boulevard, Figueroa Street and Venice Boulevard. Environmental impacts resulting from this alternative would be those occurring from full buildout of developments as allowed by City zoning codes.

This alternative was rejected in view of the overriding considerations which indicate the need for a major expansion to the facility with the wide ranging benefits it will provide for the City.

7. STAFF RECOMMENDATION SUMMARY

The staff of the Municipal Auditorium Department has acted, with the assistance of Engineering-Science, Inc., an experienced environmental consulting firm, to carefully determine the environmental consequences of the Expansion to the Los Angeles Convention Center, to determine levels of their significance, recommend mitigation measures and to encourage the participation of the public and interested public agencies in the environmental review process and make recommendations concerning project alternatives. This document, and the Final EIR for the project, provide all relevant information and recommendations which have resulted from the environmental review for use by the decision makers who are responsible to approve the project.

These findings, mitigation measures, statements of overriding considerations and recommendations on project alternatives are submitted for adoption by the Authority through appropriate enabling resolutions.

EXHIBIT B

RESOLUTION NO. 342

A RESOLUTION OF THE LOS ANGELES CONVENTION AND EXHIBITION CENTER AUTHORITY (AUTHORITY) CERTIFYING THAT THE AUTHORITY COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) PREPARED FOR THE EXPANSION OF THE LOS ANGELES CONVENTION CENTER, CERTIFYING THAT THE FEIR HAS BEEN PREPARED IN COMPLIANCE WITH CEQA, MAKING CERTAIN ENVIRONMENTAL FINDINGS, ADOPTING CERTAIN MITIGATION MEASURES, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING A PROJECT ALTERNATIVE AND APPROVING THE EXPANSION PROJECT FOR THE LOS ANGELES CONVENTION CENTER.

WHEREAS, at the request of the Authority, the Municipal Auditorium Department, City of Los Angeles (hereinafter "Department"), California, acting as "Lead Agency" has prepared the Final Environmental Impact Report (EIR) for the Expansion of the Los Angeles Convention Center; and

WHEREAS, the Draft EIR has been prepared and circulated pursuant to the California Environmental Quality Act (CEQA) and State and City guidelines adopted pursuant thereto; and

WHEREAS, a duly noticed public hearing was held by the Department on May 20, 1986, at which time all interested parties were given an opportunity to be heard; and

WHEREAS, the Final EIR relating to the Expansion of the Los Angeles Convention Center, and responding to the concerns raised during the review period and at the public hearing has been prepared pursuant to said statutes and guidelines; and

WHEREAS, the Department has prepared a report containing Findings and Statement of Facts Concerning Overriding Considerations to, or Measures In Mitigation Of, Significant Environmental Effects of the Expansion of the Los Angeles Convention and Exhibition Center.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles Convention and Exhibition Center Authority Commission as follows:

1. The Authority certifies that the information contained in the Final EIR for the Expansion of the Convention Center has been reviewed and considered by the commissioners of the Authority.
2. The Authority certifies that the Final EIR for the Expansion of the Convention Center has been prepared and completed in compliance with CEQA and State and City Guidelines adopted pursuant thereto.

3. The Authority hereby finds and determines that the Expansion of the Los Angeles Convention Center may have a significant effect on the environment.
4. The Authority certifies that the information contained in the Findings and Statements of Facts Concerning Overriding Considerations To, Or Measures In Mitigation Of, Significant Environmental Effects Of The Expansion of the Los Angeles Convention and Exhibition Center ("Exhibit A") has been reviewed and considered by commissioners of the Authority.
5. The Authority finds and determines that, upon adoption of the findings and recommendations contained in "Exhibit A", the mitigatable environmental impacts will be reduced to the fullest practical extent and that all significant environmental effects which have not been eliminated, avoided, or substantially reduced are outweighed by the beneficial factors of the project described in the Statements of Overriding Considerations documented in "Exhibit A".
6. The Authority hereby adopts the findings of fact, mitigation measures, project alternative, and statement of overriding considerations for the Expansion of the Los Angeles Convention Center contained in "Exhibit A".
7. The Authority hereby approves and determines to proceed with the Expansion Project for of the Los Angeles Convention Center subject to certification of the Final EIR by the Los Angeles City Council and execution of the Cooperation Agreement with the Community Redevelopment Agency relative to its role in financing, land acquisition, relocation of businesses and residents, and demolition of structures in the project area.

(DRAFT RESOLUTION)

A RESOLUTION OF THE LOS ANGELES CITY COUNCIL CERTIFYING THAT THE COUNCIL MEMBERS HAVE REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) PREPARED FOR THE EXPANSION OF THE LOS ANGELES CONVENTION CENTER, CERTIFYING THAT THE FEIR HAS BEEN PREPARED IN COMPLIANCE WITH CEQA, MAKING CERTAIN ENVIRONMENTAL FINDINGS, ADOPTING CERTAIN MITIGATION MEASURES, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING A PROJECT ALTERNATIVE AND APPROVING THE EXPANSION PROJECT FOR THE LOS ANGELES CONVENTION CENTER.

WHEREAS, the Municipal Auditorium Department, City of Los Angeles (hereinafter "Department"), California, acting as "Lead Agency" has prepared the Final Environmental Impact Report (EIR) for the Expansion of the Los Angeles Convention Center on behalf of the Los Angeles Convention and Exhibition Center Authority Commission and the Los Angeles City Council; and

WHEREAS, the Draft EIR has been prepared and circulated pursuant to the California Environmental Quality Act (CEQA) and State and City guidelines adopted pursuant thereto; and

WHEREAS, a duly noticed public hearing was held by the Department on May 20, 1986, at which time all interested parties were given an opportunity to be heard; and

WHEREAS, the Final EIR relating to the Expansion of the Los Angeles Convention Center, and responding to the concerns raised during the review period and at the public hearing has been prepared pursuant to said statutes and guidelines; and

WHEREAS, the Department has prepared a report containing Findings and Statement of Facts Concerning Overriding Considerations to, or Measures In Mitigation Of, Significant Environmental Effects of the Expansion of the Los Angeles Convention and Exhibition Center.

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles City Council as follows:

1. The Council certifies that the information contained in the Final EIR for the Expansion of the Convention Center has been reviewed and considered by the members of the Council.
2. The Council certifies that the Final EIR for the Expansion of the Convention Center has been prepared and completed in compliance with CEQA and State and City Guidelines adopted pursuant thereto.

3. The Council hereby finds and determines that the Expansion of the Los Angeles Convention Center may have a significant effect on the environment.
4. The Council certifies that the information contained in the Findings and Statements of Facts Concerning Overriding Considerations To, Or Measures In Mitigation Of, Significant Environmental Effects Of The Expansion of the Los Angeles Convention and Exhibition Center ("Exhibit A") has been reviewed and considered by members of the Council.
5. The Council finds and determines that, upon adoption of the findings and recommendations contained in "Exhibit A", the mitigatable environmental impacts will be reduced to the fullest practical extent and that all significant environmental effects which have not been eliminated, avoided, or substantially reduced are outweighed by the beneficial factors of the project described in the Statements of Overriding Considerations documented in "Exhibit A".
6. The Council hereby adopts the findings of fact, mitigation measures, project alternative, and statement of overriding considerations for the Expansion of the Los Angeles Convention Center contained in "Exhibit A".
7. The Council hereby approves and determines to proceed with the Expansion Project for the Los Angeles Convention Center subject to execution of the Cooperation Agreement between the Los Angeles Convention and Exhibition Center Authority the Community Redevelopment Agency relative to its role in financing, land acquisition, relocation of businesses and residents, and demolition of structures in the project area.

**Response to Comment No. 45-22**

Attachment 6 consisting of “Industrial and Economic Development Committee Hearing” dated July 15, 1986, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers.

**Comment No. 45-23**

See following page.



**TRANSMITTAL**

TO	10/01/86	COUNCIL FILE No.
<b>THE COUNCIL</b>		
FROM		COUNCIL DISTRICT
<b>THE MAYOR</b>		

I hereby transmit for your consideration the attached communication from the General Manager of the Los Angeles Convention and Exhibition Center recommending Council certification of the Final Environmental Impact Report (FEIR) and favorable action on additional matters relating to the Convention Center Expansion Project.

TOM BRADLEY  
Mayor

By ANTON CALLEIA  
Chief Administrative Assistant  
to the Mayor

# CITY OF LOS ANGELES

CALIFORNIA

CITY ADMINISTRATIVE OFFICE

## MUNICIPAL AUDITORIUM DEPARTMENT

COMMISSIONERS  
ADA P. SANDS  
PRESIDENT

LEONARD MAULLIN  
VICE-PRESIDENT

DAN S. LOUIE, JR.  
DAVID SIMON  
ZELMA R. STENNIS



TOM BRADLEY  
MAYOR

'86 SEP 26 AM 10 53

LOS ANGELES  
CONVENTION AND  
EXHIBITION CENTER

DICK WALSH  
GENERAL MANAGER

1201 SO. FIGUEROA STREET  
LOS ANGELES, CA 90015  
(213) 741-1151

September 23, 1986

SEP 21 1 23 PM '86  
RECEIVED  
(ANTON CALLEIA)

The Honorable Tom Bradley  
Mayor, City of Los Angeles  
Room 305, City Hall  
200 North Spring Street  
Los Angeles, CA 90012

Attention Anton Calleia

REF: CF 86-1290 ADDITIONAL REVISIONS TO DOCUMENTS AND  
STATUS REPORT ON CONVENTION CENTER EXPANSION PROJECT

Dear Mayor Bradley:

Legal Counsel for the Community Redevelopment Agency (CRA) has requested certain changes in documents which have been forwarded to the City Council relative to the Convention Center Expansion Project. Therefore, submitted herewith for consideration by the City Council is the Third Revision to the Findings and Statements of Facts, Exhibit A, dated September 16, 1986 and a Revised Draft Resolution, Exhibit C, dated September 16, 1986, containing information and recommendations for actions relative to the Final Environmental Impact Report (FEIR), and other matters relevant to approval of the proposed Convention Center Expansion Project.

The modified sections to Exhibit A are marked by margin brackets in Sections 3. and 3.2 on pages 7, 8 and 9. The new language more accurately describes legal obligations of the CRA to provide assistance to non residential displacees in the proposed project area under existing provisions of the California Relocation Assistance Law.

The Revised Exhibit C, dated September 18, 1986, is submitted to assure that the Third Revision to Exhibit A, dated September 16, 1986, is the document upon which the considerations and actions of the City Council are based.

We will appreciate Council consideration and action on these revised documents along with the FEIR and recommendations to proceed with the Project.

The Planning Commission is now scheduled to review and make recommendations to the Council on the Convention Center Expansion Project relative to the acquisition of property for public purposes under Charter Section 97.6 at its meeting of September 25, 1986. The Planning Commission did not consider the matter on September 4, 1986, as previously scheduled. The CRA requested that the matter be held over pending further negotiations on the residential relocation and housing replacement plans for the Project.

Following action by the Planning Commission and the final negotiations between CRA and the Legal Aid Foundation, the Industry and Economic Development Committee will be requested to review the status of the Project and forward its recommendation to the City Council.

Very truly yours,



Dick Walsh  
General Manager

DW:en  
Attachment

cc: City Council Members  
City Clerk  
Roger Holt  
Ileana Liel  
Arden Siemers  
Pete Echeverria  
Dick Walsh  
Craig Lawson  
Richard Burke

(REVISED DRAFT RESOLUTION)

A RESOLUTION OF THE LOS ANGELES CITY COUNCIL CERTIFYING THAT THE COUNCIL MEMBERS HAVE REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) PREPARED FOR THE EXPANSION OF THE LOS ANGELES CONVENTION CENTER, CERTIFYING THAT THE FEIR HAS BEEN PREPARED IN COMPLIANCE WITH CEQA, MAKING CERTAIN ENVIRONMENTAL FINDINGS, ADOPTING CERTAIN MITIGATION MEASURES, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING A PROJECT ALTERNATIVE AND APPROVING THE EXPANSION PROJECT FOR THE LOS ANGELES CONVENTION CENTER.

WHEREAS, the Municipal Auditorium Department, City of Los Angeles (hereinafter "Department"), California, acting as "Lead Agency" has prepared the Final Environmental Impact Report (FEIR) for the Expansion of the Los Angeles Convention Center on behalf of the Los Angeles Convention and Exhibition Center Authority Commission and the Los Angeles City Council; and

WHEREAS, the Draft EIR has been prepared and circulated pursuant to the California Environmental Quality Act (CEQA) and State and City guidelines adopted pursuant thereto; and

WHEREAS, a duly noticed public hearing was held by the Department on May 20, 1986, at which time all interested parties were given an opportunity to be heard; and

WHEREAS, the Final EIR relating to the Expansion of the Los Angeles Convention Center, and responding to the concerns raised during the review period and at the public hearing has been prepared pursuant to said statutes and guidelines; and

WHEREAS, an Addendum, issued August 1, 1986, to the FEIR has been prepared responding to the late comments and providing additional data concerning project site alternatives; and

WHEREAS, the Department has prepared a report containing Findings and Statements of Facts Concerning Overriding Considerations to, or Measures In Mitigation Of, Significant Environmental Effects of the Expansion of the Los Angeles Convention and Exhibition Center, Exhibit A, Third Revision, dated September 16, 1986;

NOW, THEREFORE, BE IT RESOLVED by the Los Angeles City Council as follows:

1. The Council certifies that the information contained in the Final EIR and the Addendum, (issued August 1, 1986) for the Expansion of the Convention Center has been reviewed and considered by the members of the Council.

2. The Council certifies that the Final EIR and the Addendum, issued August 1, 1986, for the Expansion of the Convention Center have been prepared and completed in compliance with CEQA and State and City Guidelines adopted pursuant thereto.
3. The Council hereby finds and determines that the Expansion of the Los Angeles Convention Center may have a significant effect on the environment.
4. The Council certifies that the information contained in the Findings and Statements of Facts Concerning Overriding Considerations To, Or Measures In Mitigation Of, Significant Environmental Effects Of The Expansion of the Los Angeles Convention and Exhibition Center, Exhibit A, Third Revision dated September 16, 1986, has been reviewed and considered by members of the Council.
5. The Council finds and determines that, upon adoption of the findings and recommendations contained in "Exhibit A", the mitigatable environmental impacts will be reduced to the fullest practical extent and that all significant environmental effects which have not been eliminated, avoided, or substantially reduced are outweighed by the beneficial factors of the project described in the Statements of Overriding Considerations documented in Exhibit A.
6. The Council hereby adopts the findings of fact, mitigation measures, project alternative, and statement of overriding considerations for the Expansion of the Los Angeles Convention Center contained in Exhibit A.
7. The Council hereby approves and determines to proceed with the Expansion Project for the Los Angeles Convention Center subject to execution of the Cooperation Agreement between the Los Angeles Convention and Exhibition Center Authority the Community Redevelopment Agency relative to its role in financing, land acquisition, relocation of businesses and residents, and demolition of structures in the project area.

THIRD REVISION

FINDINGS AND STATEMENT OF FACTS  
CONCERNING OVERRIDING CONSIDERATIONS TO,  
OR MEASURES IN MITIGATION OF,  
SIGNIFICANT ENVIRONMENTAL EFFECTS  
OF THE EXPANSION OF THE  
LOS ANGELES CONVENTION AND EXHIBITION CENTER

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## INTRODUCTION

Article VI, Section 8.a of the Los Angeles City CEQA Guidelines requires the Municipal Auditorium Department, acting as Lead Agency, to make recommendations to the Los Angeles Convention and Exhibition Center Authority Commission, hereinafter referred to as AUTHORITY, the Los Angeles City Council, hereinafter referred to as COUNCIL, and the Community Redevelopment Agency, hereinafter referred to as CRA, on whether the environmental impacts attributable to the proposed project can be feasibly mitigated, and whether reasonable and feasible alternatives to the proposed project would significantly reduce the project's environmental impacts. In addition, Section 21081 of the California Public Resources Code and Article VI, Section 9.5 of the City CEQA Guidelines declare that a project may not be approved by a public agency when an EIR has been prepared which identifies one or more significant adverse impacts unless that agency finds that the identified impacts can be satisfactorily mitigated, and/or that satisfactory mitigation is within the responsibility and jurisdiction of another public agency, and/or that economic, social, or other considerations make infeasible recommended mitigation measures or otherwise superior project alternatives. Pursuant to these foregoing provisions, the following sections identify the composition of the Final Environmental Impact Report and Addendum (August 1, 1986) referencing relevant sections therein, and makes a recommendation regarding the project's approval.

## 1. SIGNIFICANT ENVIRONMENTAL IMPACTS: CULTURAL RESOURCES

The project will have significant impacts on the cultural resources of the project area.

1.1 Historical Resources1.1.1 Findings

The project will necessitate the removal of five (5) buildings determined to be potentially eligible for listing in the National Register of Historic Places:

- (1) Georgia St. Police Station, 1335-1345 Georgia St.
- (2) Gottlieb Glouner Rental Cottage, 1314 Wright Street
- (3) Gottlieb Glouner Residence, 1326 Wright Street
- (4) Ferdinand Gottschalk Residence, 1337 Wright Street
- (5) Edward A. Strong Residence, 633 West 15th Street

A total of 110 similar structures exist in the CBD Development Project Area. The affected buildings in the expansion site constitute about five (5) percent of such structures.

The CRA, after evaluating each of the 5 structures, has determined that it will be economically or structurally infeasible to relocate the buildings in view of their historical and architectural significance. Initial studies by a qualified architect indicate that the buildings would be contextually inappropriate and would seriously impair an effective design of the new Convention Center facility.

#### 1.1.2 Mitigation Measures

The following measures will mitigate project impacts on the primary historic resources, but not to a level of insignificance.

- (a) Undertake photographic documentation (architectural quality photographs) of the 5 structures which are determined to be eligible for listing in the National Register of Historical Places and recommend use of decorative elements, if salvageable, for use by others or in the context of the project.

Implementing Agency: CRA

- (b) Instruct the project architect to consider use of the aforementioned salvageable elements and photographic displays within the project design.

Implementing Agency: AUTHORITY

#### 1.1.3 Statement of Facts

Historic resources impacts and mitigation measures are discussed in Section 3.2.1A, 3.2.2A and 3.2.3A of the EIR.

### 1.2 Historic and Prehistoric Archaeologic Sites

#### 1.2.1 Findings

No known historic or prehistoric archaeological sites are on the project site. However, the occurrence of many known sites in the Los Angeles area suggests that there may be potential for subsurface archaeological resources to occur at the site.

1.2.2 Mitigation Measures

The following mitigation measure will reduce project impacts on historic and prehistoric archaeological sites to a level of insignificance.

A qualified archaeologist will be on call to monitor periodically all ground-breaking activities. If archaeological remains are found, construction at the site will be stopped until the archaeologist has determined their importance, made mitigation recommendations, and effected those recommendations adopted by the Authority.

Implementing Agency: AUTHORITY

1.2.3 Statement of Facts:

Historic and Prehistoric-Archaeologic sites are discussed in Sections 3.2.1B, 3.2.2B, and 3.2.3B of the EIR.

1.3 Paleontologic Resources

1.3.1 Findings

No known paleontologic resources occur on the project site. However, the potential exists for adverse impacts to these resources since all alluvium in the area may contain important fossil remains.

1.3.2 Mitigation Measures

The following mitigation measure will reduce project impacts on paleontologic resources to a level of insignificance.

A qualified paleontologist approved by the Natural History Museum of Los Angeles county will be on call to remove fossil remains. All activity at the site will be stopped until the paleontologist has removed the remain.

Implementing Agency: AUTHORITY

1.3.3 Statement of Facts

Paleontologic resources are discussed in Section 3.2.1C, 3.2.2C, and 3.2.3C of the EIR.

2. SIGNIFICANT ENVIRONMENTAL IMPACT: TRAFFIC

The project will have significant impacts on the two traffic areas presently experiencing severe congestion in the absence of the project:

- (a) The intersection of Eleventh and Blaine Streets.
- (b) Traffic on nearby freeways.

## 2.1 Findings

The project will generate increased traffic at the intersection of 11th and Blaine Streets headed towards the Harbor Freeway on-ramp and contribute relatively small, but nevertheless significant, increases in freeway traffic.

## 2.2 Mitigation Measures

The following measures are recommended for implementation following additional review by the responsible agencies to maximize their effectiveness. The indicated agencies have given preliminary approval for these measures. The proposed measures will substantially mitigate project impacts on traffic, but not to a level of insignificance.

- (1) Restriping. 11th Street will be restriped under the bridge to provide three westbound lanes and one eastbound lane at Blaine Street.

Implementing Agency: Los Angeles Department of Transportation (LADOT)

- (2) Widening. The on-ramp to the Harbor Freeway at 11th and Blaine will be widened so that vehicles can line-up two abreast on the ramp.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (3) Resignage. The widened ramp will also be configured to allow southbound traffic on Blaine to be signed as a left-turn only lane to 11th Street, a freeway-only lane, an optional freeway and southbound Blaine Street and an optional through and right-turn lane.

Implementing Agencies: Los Angeles Department of Transportation (LADOT) and the California Department of Transportation (CALTRANS).

- (4) Schedule Convention Center Activities to Reduce Traffic Impact on Adjacent Freeways During Peak Travel Hours. Traffic studies for operations at the Los Angeles Convention Center indicate that its operation accounts for the addition of small increments of traffic on relatively few days each year during peak traffic demand hours on the freeways. Efforts will be made to inform and encourage event producers and managers to adjust event schedules whenever practical to assure good ingress and egress to the area for their attendees so as not to impact base traffic levels more than necessary.

Implementing Agency: LAMAD

- (5) Public and Private Transit Use. A number of measures will reduce automobile traffic and facilitate increased use of public and private transit to and from the Convention Center. These measures include providing sufficient width along 11th Street to allow RTD to continue to layover their buses west of Figueroa Street; providing charter bus, taxi, and shuttle bus capacity at the Nagoya/Trenton turnaround and the off-street charter bus loading area; providing bus bays on both the north and south side of Pico west of Figueroa; engaging private charter bus companies for major events; coordinating with the downtown shuttle bus operation so that parkers can be shuttled from off-site remote lots to the downtown area; and providing a major, convenient pedestrian entrance to the expanded center near the intersection of Figueroa/Pico so that light rail transit passengers can easily enter the site.

Implementing Agencies: LAMAD and LADOT.

In addition to these measures, the following additional mitigation measures are recommended to reduce other individual and cumulative traffic impacts to a level of significance:

- (6) Blaine/12th Rerouting. A particularly under-utilized route to the Convention Center now exists along Blaine Street to 12th Street and then easterly into the main garage entrance. By restriping Blaine Street north of 11th to four approach lanes, and by prohibiting parking on the east side of Blaine between 11th and 12th Streets, a two-lane approach to 12th Street could be provided. This improvement will take turning movement traffic out of the 11th/Blaine and the 11th/Sentous Street intersections. Signing will be added to the intersections to direct traffic to the Convention Center main garage.

Implementing Agency: LADOT

- (7) Two-Way 12th Street. 12th Street between Flower and Figueroa Streets will be made a two-way street so that charter buses, shuttles and taxis can take full advantage of the Convention Center transit drop-off loop and the proposed Flower/Figueroa one-way pair.

Implementing Agency: LADOT

- (8) Venice Signal. A signal along Venice Boulevard at the south access onto Venice will be considered to facilitate movement in and out of the new south garage and to accommodate trucks in and out of the site at this point. This signal will help distribute traffic along Venice Boulevard and reduce impacts along Figueroa.

Implementing Agencies: AUTHORITY and LADOT

- (9) Cherry Street Widening. The Cherry Street approach to Pico Boulevard will be widened to four northbound lanes to provide a left-turn lane, an optional left and through-lane, a through lane and an exclusive right-turn lane. This fourth lane (the exclusive right-turn lane) will facilitate movement in and out of the new parking spaces located underneath the south exhibit hall and it will reduce the delay to northbound Sentous traffic by assigning all right turners into a separate lane. Because pedestrian crossings of Pico Boulevard are likely to increase in the future, these right turning movements may face additional delay, therefore the second lane will be needed.

Implementing Agencies: AUTHORITY, LADOT, and CALTRANS

- (10) Figueroa Right-of-Way. The Phase II Convention Center Expansion will leave 12 feet of right-of-way along the west side of Figueroa in the event that the City of Los Angeles Department of Transportation is able to affect a roadway widening north of 11th Street. The limit of the right-of-way reservation will be from 11th Street south-erly to 12th Street.

Implementing Agencies: AUTHORITY and LADOT.

- (11) Transportation Demand Management. The Los Angeles Department of Transportation called for a Transportation Demand Management (TDM) program as part of the mitigation package for the Convention Center Expansion. A TDM program is most effective for employee trips in that these are the most susceptible trips for transportation management measures (example, work hours staggering, carpools, transit passes, etc.). The Convention Center itself has a relatively small permanent staff with variable work schedules and major employee load added as temporary employees to service the larger shows. A TDM

plan for the Convention Center Expansion does not appear to be an effective mitigation measure; however, it will be given consideration in operations plannings.

Implementing Agency: LAMAD

2.3 Statement of Facts

Traffic impacts and mitigation measures are discussed in relation to all transportation, circulation and parking impacts in Section 3.3 of the EIR. Specific impacts and mitigation measures relative to traffic are discussed in Sections 3.3.2B and 3.3.3B of the EIR.

3. SIGNIFICANT ENVIRONMENTAL IMPACT: POPULATION AND RELOCATION

The project will result in significant short-term impacts to population and relocation of businesses and people.

Section 3.6.3 of the EIR inadvertently mischaracterized the provisions of the California law with respect to relocation benefits by implying that businesses and other non-residential concerns are entitled to the same benefits as residents who are displaced. The technical error is corrected by the following clarifying statement which accurately reflects the law:

Both displaced residents and commercial or other concerns are entitled to relocation benefits upon displacement. The nature and extent of these benefits, however, vary, as provided by the California Relocation Assistance Law (Government Code Sections 7260 et seq.). Generally speaking, commercial or non-residential displacees are entitled to relocation advisory assistance and relocation payments to help cover the actual costs of relocation. Displaced residents are also entitled to rental assistance payments, if necessary, to ensure that they can be relocated into housing which meets specified occupancy standards and is affordable. While California law provides that no resident shall be displaced from his or her home without being offered an affordable comparable relocation dwelling, there is no similar provision with respect to businesses or non-residential concerns.

3.1 Findings

The project will necessitate the relocation of approximately 1,470 residents, 410 dwelling units, and 60 businesses.

3.2 Mitigation Measures

The following mitigation measures will substantially mitigate project impacts on population and relocation, but not to a level of insignificance:

- (1) The CRA will relocate each displaced household into housing complying with building and occupancy standards and having cost of rental levels that each relocated household can afford in as close proximity as possible to the existing site.
- (2) The relocation plan developed by CRA will contain two forms of aid to owners, tenants and businesses who must relocate: (a) Relocation advisory assistance in the form of counseling and aid in locating suitable replacement properties; and (b) relocation assistance payments to help pay for the cost of relocation.
- (3) The CRA will provide referral services to those qualified for public housing and for service by social service agencies.
- (4) The CRA will provide explanation of procedures, make referrals, and give full assistance to any qualified home purchasers in obtaining mortgage financing under the most favorable terms. Certificates of Eligibility under the National Housing Act where and when applicable will be furnished to home buyers seeking financing as well as to prospective tenants of subsidized housing and Section 8 rental assistance housing.
- (5) Relocation assistance payments will be made to eligible residents displaced as a result of this Project. Residential occupants are entitled to moving costs by either of the following methods: (1) a fixed payment based on a room count of the agency acquired dwelling moved from; or (2) actual cost of moving by a qualified commercial moving company. In addition, renters of three months or more (prior to Agency issuance of Notice to Acquire) and owner-occupants of more than three months or more are eligible for either a down payment or rental assistance payment. Owner-occupants of three months or more are eligible for a replacement housing payment or a rental assistance payment if they choose to rent rather than purchase. Rental assistance and replacement housing payments are made only if the replacement dwelling meets housing code requirement.
- (6) The CRA shall rehabilitate, develop or construct or cause to be rehabilitated, developed or constructed for rental or sale to persons of low or moderate income, an equal number of replacement units at affordable housing costs consistent with the following requirements:
  - (a) Timing: Replacement units will be completed by the earlier part of January 1991, or the opening of the Convention Center Expansion for its intended use.

- (b) **Income:** All replacement units will be affordable to persons and families of low or moderate income. At least 40% of the replacement units shall be affordable to persons and families of low income.
- (c) **Size:** The replacement housing units shall contain at least the same number of bedrooms and other living areas as the dwelling units removed by the Agency.
- (d) **Preferences for Displacees:** Those persons or families of low or moderate income who were displaced as a result of the Convention Center Expansion shall be provided with preference in renting or purchasing the replacement housing units.

[7] Relocation assistance payments will be made to eligible non-residential displacees. Business owners and non-profit organizations may elect one of the following types of moving payments: (a) actual reasonable moving costs performed by a qualified commercial mover, or (b) a self-move payment not to exceed an acceptable low bid obtained by the CRA. Instead of actual moving expense payment, a business or non-profit organization may request a fixed payment if the following criteria are met:

- (a) It occupied the property when the CRA made its first written offer to purchase the real property, or lived in the property at the time of acquisition.
- (b) It vacates or moves from the property and/or removes personal property from the property as a result of project implementation.
- (c) The real property is purchased by the Community Re-development Agency as part of the expansion implementation.

The limit for such a fixed payment is \$10,000.

Implementing Agency: CRA for all relocation and rehousing associated with the project.

NOTE: CRA will provide relevant written materials in both English and Spanish languages and bilingual relocation counselors as required to meet the needs of the area residents whose primary language is Spanish.

### 3.3 Statement of Facts

Impacts on population and relocation are discussed in Section 3.6.2A of the EIR. Mitigation measures for relocation, housing, businesses, schools and population are discussed in Section 3.6.3 of the EIR, as corrected herein.

#### 4. SIGNIFICANT ENVIRONMENTAL IMPACT: CUMULATIVE IMPACTS

The project will result in significant cumulative impacts in consideration with other "background projects" which are proposed to be built or otherwise implemented in the area of the project.

##### 4.1 Findings

The overall cumulative long-term effects of the project are as follows:

- (a) Increase in traffic congestion, which will impact streets in the downtown area;
- (b) Increase in air pollutants due to the increased traffic and combustion of natural gas and other fossil fuels (offsites);
- (c) Increase in consumption of natural gas and electricity (the projected increase is within the capacity of the existing utility systems and will not require expansion of production facilities; with the implementation of conservation measures and devices, these impacts may be mitigated to a certain level;
- (d) Increase in sewage, solid waste, and water usage during peak demand periods. (The estimated increases are within the projected service system capabilities.)
- (e) Increase in traffic on adjacent freeways. CALTRANS has stated that the Harbor I-110 and Santa Monica I-10 freeways in the area of the project are already at or near capacity and consequently any new traffic can result in a significant impact.

##### 4.2 Mitigation Measures

The following measures will substantially mitigate project contributions to cumulative impacts, but not to a level of insignificance. Project specific measures are recommended in the areas of traffic mitigation, energy conservation, and public service systems to minimize cumulative impacts from the proposed project.

- (1) Traffic. Cumulative traffic impacts will be mitigated with measures (4), (5), (7), and (11) of Section 2.2 of these findings.

Implementing Agencies: LAMAD and LADOT.

CALTRANS did not suggest any specific mitigation measures to alleviate the local freeway traffic and their representatives stated that the five year planning program for the immediate area included no substantive improvements by their agency.

- (2) Air Quality. No specific mitigation measures are proposed to address cumulative impacts at the project level. As discussed in Section 3.8 of the EIR, careful planning will be used at the site level to reduce concentrations of pollutants in addition to efforts to maximize efficient transportation as discussed in Section 3.3 of the EIR.

Implementing Agencies: AUTHORITY and LAMAD

- (3) Energy. Cumulative energy impacts will be mitigated by creation of a City Energy Manager/Engineer position, development of an Energy Management System, installation of energy efficient lighting systems, insulation of building structures, use of reflective roof materials, avoidance of electrical space heating, modernization of HVAC systems, and adoption of other energy conserving design and operational procedures.

Implementing Agency: AUTHORITY and LAMAD

- (4) Public Services. Cumulative impacts on solid waste facilities will be reduced by use of trash compactors. Impacts on water facilities will be reduced by installing water conserving and sewage reducing appliances, valves and fountains, drought resistant plants, and drip irrigation systems. Impacts on police services will be reduced by installing security systems and using security guards. Impacts on fire services will be reduced by installing sprinkler systems and fire protection equipment, and through approved designs. Impacts on utilities will be reduced by using solar units and natural ventilation designs, use of computer controlled light monitoring systems, and use of light colors on interior and exterior surfaces.

Implementing Agencies: LAMAD and AUTHORITY

- (5) General. Project staff will work closely during the facility and operations planning phases of the project with agencies which have specific responsibilities for areas significantly affected by the cumulative impacts resulting from other projects in the downtown area, i.e., Planning Department, LADOT, CALTRANS, Air Quality Management District, etc.

Implementing Agencies: AUTHORITY and LAMAD

#### 4.3 Statement of Facts

Cumulative impacts and system capabilities are addressed in the EIR in each appropriate area including traffic, utility and public services, air quality, and noise (Section 4.2). All issues raised by agencies and individuals relative to cumulative impact issues have been documented in the EIR text and in specific comments to letters received during the Draft EIR review period (Section 8).

## 5. OVERRIDING CONSIDERATIONS

This section provides summary information concerning the objectives of the project, market and development feasibility studies and relevant data to support a decision to expand the Los Angeles Convention Center in consideration of any cumulative environmental impacts of the project and the fact that aforementioned impacts may not be mitigated to insignificance or avoided by the measures previously discussed. These considerations are based on public policy objectives developed by the Mayor's Blue Ribbon Committee on Convention Center Expansion and other public entities responsible for long-term planning in the project area including the Los Angeles City Council, the Community Redevelopment Agency and the Authority which has specific responsibility for development of the Los Angeles Convention and Exhibition Center facilities.

### 5.1 Findings

The findings in support of a decision to proceed with the project are:

#### 5.1.1 The Need to Replace Temporary and Interim Structures to Meet Current Demand for Exhibit Space, Meeting Rooms and Related Facilities

In 1981 the 106,000 square foot North Hall was completed at the Center. This interim facility was designed to meet immediate critical space requirements for new and expanding events which utilize the Center. It was constructed at a relatively low cost and was put in place pending further studies for a large permanent addition in first class facilities. The North Hall lacks amenities, is not as efficient to operate nor as attractive to potential users as permanent facilities would be.

Since 1979, in an effort to keep pace with the demands of the larger events, the Convention Center has utilized temporary structures (canvas-like materials stretched over aluminum-ribbed frames complete with electricity, lighting, air conditioning, telephones, etc.) to provide up to 150,000 square feet of additional exhibit space required by clients. For instance, the recent Men's Apparel Guild Trade-Shows, held semi-annually, have required a total of 547,000 square feet of exhibit space. To meet this need, it was necessary to construct nine temporary "bubbles" surrounding the main Convention Center facility. Other temporary measures involve using parking areas for exhibit hall space. As an example, during recent WESTEC Shows, held annually, as many as 953 parking spaces have been used as exhibit space, registration area, storage, fire separation or general access.

It is recognized, that these temporary and interim measures have been needed to accommodate current operating problems that must be solved by expansion of the building. These ar-

rangements have provided exhibit spaces which are not satisfactory as a long-term solution in view of the market demand. The temporary facilities do not provide a good layout for the shows and are considered to be second-class space. Also, the support facilities are not equipped with ancilliary space such as meeting rooms, food facilities, lobby space, storage, or truck facilities and parking is inadequate. Although many of the large shows have tentative bookings through 1990, the show managers have made it clear that unless plans are forthcoming for some kind of permanent expansion, their show would have to consider moving to other facilities which can accommodate their space requirements. The Mayor's Blue Ribbon Committee in 1985 recommended replacement of these facilities as part of a permanent expansion to the Convention Center.

- 5.1.2 The Need to Increase the Size of the Convention Center to Meet Existing and Anticipated Demand for Additional Facilities. Market demand studies for an expanded Convention Center were completed in 1979 by Price Waterhouse & Co; in 1982 by Pannell, Kerr, Forster; and in 1985 by Touche Ross and Co. Each of these studies was increasingly thorough. Findings were summarized in the Final Report of the Mayor's Blue Ribbon Committee issued in October 1985. These studies indicate that a market exists to support an expansion of the Center to include 610,000 square feet of first class exhibit halls, 55 meeting rooms, an auditorium to seat 5,000 to 6,000 persons, and related public accommodations and support facilities.

These studies indicate that the convention, exhibition and meetings industry will experience strong growth and that Los Angeles, with adequate facilities, will continue to capture a major share of the market for activities held within Western states.

- 5.1.3 The Need to Stimulate Sustainable, Environmentally Secure Economic Activity in Los Angeles by Increasing Tourism and Providing a Full Service "Market Place" for Business Activity. The Los Angeles Convention Center is an especially attractive site for major events because of the year-round temperate climate, the variety of recreational activities available, and its close proximity to business resources.

The Convention Center now accommodates more than 1.5 million persons annually who attend the various events held there.

These events, such as conventions, trade and consumer shows have a dramatic and noticeable impact on the economy of the Los Angeles area. Out-of-town meeting delegates come to Los Angeles not only to rent hotel rooms, but to also spend considerable sums in restaurants, shops, on sight-seeing attractions, sporting events, cultural activities and local transportation. The community also benefits from the jobs created and the tax revenues received.

The more important contributions to the local Los Angeles economy generated by the Los Angeles Convention Center are shown in Table 1. On the average, the out-of-town convention attendee spends \$475 during his 4.2 day stay in Los Angeles. The convention attendee is usually accompanied on his convention trip by an additional 1.2 persons, who spend an amount nearly equal to that of the convention attendee. It is estimated that almost 60 percent of the total expenditures are spent for hotel accommodations. The convention attendee and party currently bring in \$203 million annually to the Los Angeles area which translates into 928,000 hotel room-days, \$64 million in hotel revenues, \$6.4 million in hotel room taxes, and \$8.6 million in sales taxes. In addition, the Convention Center also generated an operating profit of \$4.6 million in FY 1984/85.

TABLE 1  
SALIENT OPERATING AND ECONOMIC STATISTICS  
FOR LOS ANGELES CONVENTION CENTER, FY 1982/83 TO 1984/85

Item	1982/83	1983/84	1984/85
Total attendance from conventions and shows	1,476,000	1,513,000	1,576,200
Out-of-town convention attendees	197,300	218,700	221,000
Average expenditure per convention attendee	\$430	\$455	\$475
Average size of Convention attendee's party (no. of people)	2.1	2.1	2.1
New money brought into Los Angeles by convention attendee and party	164,153,600	192,674,700	203,320,000
Hotel room-days utilized by attendees	828,700	918,500	928,200
Hotel room revenues (Excluding Tax)	50,523,400	59,861,300	64,203,600
Hotel tax generated	5,054,900	5,988,800	6,423,100
Sales tax generated	7,053,500	8,245,000	8,619,000
Net income earned by the Convention Center	2,072,300	3,160,500	4,564,600

Source: Los Angeles Convention Center, Annual Report, 1982-84, 1984-85 Los Angeles Visitors and Convention Bureau, data from visitor surveys; International Association of Convention and Visitors Bureaus; IACUB 1985 Convention Income Survey, April 10, 1986; Engineering-Science, 1986.

The construction and operation of the Los Angeles Convention Center will generate a major beneficial economic impact primarily to the local downtown and Wilshire Boulevard hotel and retail businesses, although some of the impacts will disseminate throughout the Los Angeles area. The total cost of the Phase I expansion is estimated at \$350,000,000, of which \$200,000,000 (including price contingency) will be expended for labor, materials and supplies. Construction employment for Phase I has been projected at 1,760 man-years which would translate into \$60 to \$70 million in local payrolls. Much of the \$200 million that would be spent for labor, construction materials and supplies would be manufactured or produced within the Los Angeles area and would have a direct as well as "multiplier" effect on the local/regional economy. Once the Convention Center Phase I expansion is completed, an additional 101 permanent operating jobs would be created; see Table 2.

In respect to visitor expenditures, new money brought into the Los Angeles area annually by 1994, following expansion of the Center is estimated at \$410 million (Touche Ross, 1985) compared to \$203 million for the 1984/85 fiscal year, for an increase of 102 percent. Hotel room expenditures are projected at \$130 million for the same year versus an estimated \$64 million for FY 1984/85, while the hotel tax generated is forecasted at \$13 million compared to about 6.4 million current (Engineering-Science, 1985).

It should be noted that the construction cost figures provided by Touche Ross have been adjusted, as noted, on Table 2 due to new design concepts developed since their study was completed.

An expanded convention center will permit booking of additional concurrent events. The Mayor has appointed a Convention Center Booking Policy Committee to study the overall economic impact on the City of various types of events to be held at the Center to assure that the optimal level of direct and indirect revenues accrue to the City in addition to providing a stimulus to private business enterprise in Los Angeles.

TABLE 2

PROJECT ECONOMIC IMPACTS --- 1994

1. Expenditures for project labor, materials and equipment	\$200,000,000*
2. Construction and equipment	1,760 man-years
3. New money brought into Los Angeles by convention attendees and party	\$410,000,000
4. Hotel room revenues (excluding tax)	\$130,000,000
5. Hotel tax generated	\$13,000,000

Source: Touche Ross & Company, Convention Expansion Feasibility Analysis, Final Preparation, May 13, 1985; Engineering-Science, 1986.

\*Revised by Authority staff from \$295,744,000 in original Touche Ross & Company Report based on update information contained in Official Statment for Certification of Participation to finance project, issued December 1, 1985.

5.1.4 The Need to Provide a Major Public Facility to Meet Needs of Local, Regional, National and International Activites to Enhance Social, Cultural, Economic and Political Ojectives of a City of Worldwide Prominence

Expansion of the Convention Center will provide a facility for major and concurrent events which cannot be accommodated in existing facilities in Los Angeles at present. The Center is the site for all types and sizes of events including international trade exhibitions, conventions, business trade shows, consumer shows, training seminars, ceremonies, large banquets, public and corporate meetings, public entertainment, etc. The building is an important element in the infrastructure of public and private facilities which enable the city to host large events such as the Olympics. Additional facilities are needed to attract similar world class events and national events such as political, professional, religious, trade and special interest associations which require larger facilities on one site than presently exist in Los Angeles or which require dates booked in the current facility. See Table 3 - Convention Center Activity Profile.

TABLE 3

The following table summarizes the number of conventions, trade shows and hall events held in the Center for the last eleven years and projected number of conventions, trade shows and hall events for the next nine years with the expansion project.

CONVENTION CENTER ACTIVITY PROFILE

Fiscal Year*	Event	Attendance
1974-75	71	837,542
1975-76	113	1,127,003
1976-77	99	997,823
1977-78	102	1,574,710
1978-79	111	1,157,023
1979-80	117	1,225,377
1980-81	87	1,514,200
1981-82	107	1,396,184
1982-83	142	1,476,848
1983-84	147	1,396,595
1984-85	123	1,576,203
1985-86	135	1,400,000
1986-87	140	1,450,000
1987-88	145	1,500,000
1988-89	150	1,550,000
1989-90**	200	2,325,000
1990-91	220	2,790,000
1991-92	240	3,069,000
1992-93	260	3,375,900
1993-94	270	3,713,490

\*The figures for fiscal years 1985-86 are based upon projected events as of November 20, 1985

\*\*Assumes expanded Center is fully operational in this year.

Source: City of Los Angeles, Municipal Auditorium Department

5.1.5 Need to Redevelop a Major Land Area in Downtown Los Angeles Consistent with Overall Planning Objectives for the Area

The redevelopment of the area included in this project in one unified plan is desirable for several reasons:

- (a) The acquisition of land bounded by Venice Boulevard, Figueroa Street, Pico Boulevard, the Harbor Freeway and related transition ramps creates a clear ecological zone with no projected remainders of the generally transitional, vacant or substandard inventory of structures which are in the area;
- (b) It will permit the maximum design flexibility to meet operating requirements for the Center and provide the greatest possible flexibility in meeting the design objectives for the project and area established by the CRA and the City Planning Department;
- (c) The City will own three corners at the intersection of Pico Boulevard and Figueroa Street which will permit a significant positive architectural design impact at this increasingly important intersection.

5.2 Statement of Facts

Section 2 of the EIR discusses needs for the project. The report from the Mayor's Blue Ribbon Committee Report of Expansion of the Los Angeles Convention Center, October 1985, summarized findings and recommendations of the Price Waterhouse, Pannell Kerr Forster, Touche Ross and staff studies conducted from 1979 through 1985. The Official Statement for the December 1, 1985 Authority Issue of Certificates of Participation to finance a project subject to further project description and certification of an EIR, contains additional economic and descriptive data on the proposed project.

Section 3.4 of the EIR discusses the urban design considerations of the project, including recommendations of the CRA.

6. PROJECT ALTERNATIVES CONSIDERED

6.1 The Recommended Alternative

The South Project Expansion Area bounded by Pico Boulevard, Figueroa Street, Venice Boulevard, the Harbor Freeway and related ramps, which was the primary study area of the EIR, is recommended over the Project Alternatives discussed in Section 2.4 of the Final EIR due to operational and construction feasibility and environmental considerations.

The recommended project site will be comprised of six City blocks including 22.2 acres of land. With the vacation of existing streets in the area, a total of 26.5 acres will be available to meet the full requirements for the expansion project.

Four schemes were studied using a combination of the existing site and the South Project Expansion Area to determine how various arrangements on the site would impact the environment. All appeared to be relatively equal in terms of environmental impacts for a project of this scale and will form the overall planning parameters which the project architect, once selected, will be directed to use. Any substantive change in the scope of the project from those factors considered in the Final EIR will require a Supplemental EIR.

#### 6.2 Expansion on Existing Site

The existing site of the Los Angeles Convention Center does not have sufficient available horizontal space to expand the facilities to the desired size. Vertical expansion of the existing structure may be possible for certain facilities such as additional meeting rooms; however, a major component of the expansion is exhibit space, which is difficult to construct and operate vertically. Exhibits are frequently large and/or heavy so as to be impractical to move to higher levels within a structure, for example, large boats, industrial machinery or automobiles. The need for ease of access and versatility for varied types of displays is most simply met by low, spread-out structures as the existing Convention Center.

Earlier studies by Touche Ross and The Luckman Partnership (architects), completed in 1985, proved that the cost of extensive changes to the existing facility, including significant interruption of operations, was prohibitive.

An impacted layout would eliminate the possibility of a balanced traffic, freight loading and parking configuration and would create a huge building mass not in keeping with urban design objectives for the area. Thus, although this alternative would not have the significant impacts upon historic buildings and relocation of residents and businesses as the southward expansion, the operational cost and design requirements of the exhibit halls preclude this alternative from further consideration.

#### 6.2.2 Noncontiguous Alternative Sites

This alternative would consider sites throughout the City for the proposed Los Angeles Convention Center expansion.

One of the objectives of this project is to increase the size of the Convention Center to attract major events that have greater space requirements than can presently be met. To accomplish this objective with a noncontiguous site would require the acquisition of a substantially larger project area than would be required for a contiguous site, and would potentially have a greater impact upon the environment.

The location of the existing Convention Center in the vicinity of Los Angeles' downtown area provides excellent access to the City's business center as well as to local and state government offices. Lodging opportunities are also great due to the proximity of several major hotels. Due to these advantages it is desirable for the Convention Center expansion to be located in the downtown area adjacent to the existing facility. All regional transportation systems are readily accessible to the site through the freeways, major streets and public transit. It is geographically well positioned as a regional facility serving all areas of the City.

For these reasons non-contiguous alternative sites were rejected.

#### 6.2.3 Contiguous Sites

##### (a) West of Convention Center.

The Harbor Freeway proceeds north-south adjacent to the existing Convention Center, and prevents the construction of additional facilities to the west. It is not practical to utilize a facility which is split by such a large distance and visual barrier. The spaces would not be saleable as compared to other first class facilities in the region.

The alternative has been rejected.

##### (b) North of Convention Center

The City acquired frontage properties on the north side of 11th Street at the time the streets were realigned to accommodate the construction of the original Convention Center. It would be possible, as outlined in Section 3.3.2 of the Final EIR, to realign 11th Street to the north to increase the amount of land on the existing Convention Center site. While this may prove beneficial in the future for the Phase II development, the total amount of land required for the Phase I development makes it impractical to take land only to the north.

Two major streets would have to be bridged to make available the equivalent land area as the recommended southward expansion, and transportation impacts, including freight loading, would be significant on 11th Street and the intersection of Olympic Boulevard and Figueroa Street which is very congested at the present time.

The practical extent of massing land to the north for the project would include the area bounded by 11th Street, the Harbor Freeway, Olympic Boulevard and Figueroa Street. This area includes five City blocks which would provide only 13.8 acres plus a minimal number of acres which would be obtained through street vacations. This area, as noted in the Addendum, contains 202 dwelling units, 52 motel rooms, 6 retail businesses, 36 professional/service businesses, and 7 wholesale/manufacturing businesses.

The CRA is also interested in creating a downscale transitional development area in the space between Olympic Boulevard and 11th Street, directly north of the Convention Center.

This alternative area was rejected due to the infeasibility of meeting project requirements and environmental factors except impacts on historical buildings, businesses and housing which are greater to the south.

(c) East of Convention Center

Similar to the northbound expansion alternative, two or more major streets, Figueroa and Flower Streets, and possibly 12th Street, would have to be bridged to obtain an area large enough to meet the program requirements.

Flower Street is also proposed to be the alignment for a light-rail transit line, with a light-rail station planned for the intersection of Flower and Pico. Although the light-rail will service the Center, the traffic associated with its operations would again be shifted to the north and east where traffic congestion is already greater than the southward area which can more quickly disperse cars out of the downtown area.

Bridging two streets would be extremely expensive. The mass and scale of the building would overwhelm the impacted streetscapes and would be more negative contextually than the larger less impacted area to the south.

The practical extent of massing land for the project to the east would include the area bounded by Figueroa Street, 11th Street, Hope Street and Pico Boulevard. This area would provide 16.5 acres in four City blocks and there would be no opportunity to gain additional acreage through street vacations since all streets in the area are major arteries for vehicle traffic. The area contains 68 dwelling units, 4 retail businesses, 13 professional/service businesses, and 4 wholesale/manufacturing businesses.

The eastward expansion was rejected in favor of the southward based on feasibility and environmental factors, except impacts on historic buildings, businesses and housing which are greater to the south.

### 6.3 No Project

The No Project alternative would delay or eliminate the acquisition of the project site and the construction of additional facilities for use of the Convention Center. Operations at the Center would be reduced as temporary structures would have to be removed absent any substantial planning for an expanded Center with a consequent loss of economic activity, employment and ability of the City to attract major events.

The land in the proposed project area would continue to be used for mixed use medium density residential with retail/commercial users fronting on Pico Boulevard, Figueroa Street and Venice Boulevard. Environmental impacts resulting from this alternative would be those occurring from full buildout of developments as allowed by City zoning codes.

This alternative was rejected in view of the overriding considerations which indicate the need for a major expansion to the facility with the wide ranging benefits it will provide for the City.

## 7. STAFF RECOMMENDATION SUMMARY

The staff of the Municipal Auditorium Department has acted, with the assistance of Engineering-Science, Inc., an experienced environmental consulting firm, to carefully determine the environmental consequences of the Expansion to the Los Angeles Convention Center, to determine levels of their significance, recommend mitigation measures and to encourage the participation of the public and interested public agencies in the environmental review process and make recommendations concerning project alternatives. This document, and the Final EIR for the project, provide all relevant information and recommendations which have resulted from the environmental review for use by the decision makers who are responsible to approve the project.

These findings, mitigation measures, statements of overriding considerations and recommendations on project alternatives are submitted for adoption by the Authority, the Council and other decision makers through appropriate enabling resolutions.

**Response to Comment No. 45-23**

Attachment 7 consisting of “Mayoral transmittal to the Council” dated October 1, 1986, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers.

**Comment No. 45-24**

See following page.

CITY OF LOS ANGELES  
CALIFORNIA



RICHARD J. RIORDAN  
MAYOR

Office of  
CITY CLERK  
Council and Public Services  
Room 395, City Hall  
Los Angeles, CA 90012  
Council File Information - (213) 485-5703  
General Information - (213) 485-5705

Pat Healy  
Chief Legislative Assistant

ELIAS MARTINEZ  
City Clerk

J. Michael Carey  
Executive Officer

When making inquiries  
relative to this matter  
refer to File No.

95-0885

PLACE IN FILES

MAR 28 1996

DEPUTY

March 27, 1996

Community Redevelopment Agency,  
Office of Administrator  
cc: Budget Office, 5th Floor  
City Administrative Officer  
Community Development Department  
Bureau of Accounting  
City Attorney

Controller: Room 220  
Accounting Division F&A  
Disbursement Division  
Los Angeles Housing Department  
Department of Transportation  
Bureau of Street Maintenance  
Chief Legislative Analyst

RE: PROPOSED COOPERATION AGREEMENTS BETWEEN THE COMMUNITY REDEVELOPMENT AGENCY AND THE CITY FOR THE USE OF \$24,368,806 IN TAX INCREMENT FUNDS FOR THE LOS ANGELES CENTRAL PUBLIC LIBRARY, THE LOS ANGELES CONVENTION AND EXHIBITION CENTER AND THE DEVELOPMENT, INSTALLATION, REHABILITATION OR EXPANSION OF VARIOUS OTHER CITY-OWNED BUILDINGS AND FACILITIES

At the meeting of the Council held March 20, 1996, the following action was taken:

Attached report adopted.....	_____
Attached motion ( ) adopted.....	_____
Attached resolutions adopted.....	X
Ordinance adopted.....	_____
Motion adopted to approve committee report recommendation.....	X
Motion adopted to approve attached communication.....	_____
To the Mayor for concurrence.....	_____
To the Mayor FORTHWITH.....	_____
Mayor concurred.....	3-22-96
Appointment confirmed.....	_____
Findings adopted.....	_____
Negative Declaration adopted.....	_____
Categorically exempt.....	_____
Generally exempt.....	_____
EIR certified.....	_____

City Clerk  
CRM

steno 950885



Mayor's Time Stamp

RECEIVED

RECEIVED

City Clerk's Time Stamp

FILED  
CITY CLERK'S OFFICE

'96 MAR 20 P4:17

FORTHWITH

SUBJECT TO MAYOR'S APPROVAL

'96 MAR 20 P4:17

COUNCIL FILE NO. 95-0885

COUNCIL DISTRICT NO. \_\_\_\_\_

DEPUTY MAYOR

COUNCIL APPROVAL DATE March 20, 1996

RE: PROPOSED COOPERATION AGREEMENTS BETWEEN THE COMMUNITY REDEVELOPMENT AGENCY AND THE CITY FOR THE USE OF \$24,368,806 IN TAX INCREMENT FUNDS FOR THE LOS ANGELES CENTRAL PUBLIC LIBRARY, THE LOS ANGELES CONVENTION AND EXHIBITION CENTER AND THE DEVELOPMENT, INSTALLATION, REHABILITATION OR EXPANSION OF VARIOUS OTHER CITY-OWNED BUILDINGS AND FACILITIES

LAST DAY FOR MAYOR TO ACT MAR 30 1996  
(10 Day Charter requirement as per Charter Section 354)

DO NOT WRITE BELOW THIS LINE - FOR MAYOR OFFICE USE ONLY

APPROVED

\*DISAPPROVED

\*Transmit objections in writing pursuant to Charter Section 354

DATE OF MAYOR APPROVAL OR DISAPPROVAL MAR 22 1996

MAR 25 1996

MAYOR

steno\950885  
et

29

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APR 1 1996

BY \_\_\_\_\_ DEPUTY

CITY CLERK

96 MAR 22 P4:15

FILED  
CITY CLERK

MAR 22 1996

**HOUSING AND COMMUNITY REDEVELOPMENT COMMITTEE**  
Report/Communication for Signature

Council File Number 95-0885  
 Committee Meeting Date 2/28/96  
 Council Date 3/20/96

COMMITTEE MEMBER	YES	NO	ABSENT
COUNCILMEMBER SVORINICH, Chair	✓		
COUNCILMEMBER ALATORRE, Vice-Chair	✓		
COUNCILMEMBER BERNSON, Member			

Remarks Transfer of CFA funds to the City

Legislative Assistant: Sandra L. Grange ♦♦♦♦ Phone 485-4836

**BUDGET AND FINANCE COMMITTEE**  
Report/Communication for Signature

Council File Number 95-0885  
 Committee Meeting Date 2/28/96  
 Council Date 3/20/96

COMMITTEE MEMBER	YES	NO	ABSENT
COUNCILMEMBER ALATORRE, Chair	✓		
COUNCILMEMBER FEUER	✓		
COUNCILMEMBER WALTERS			✓

Remarks \_\_\_\_\_

Konrad Carter, Legislative Assistant ♦♦♦♦ Telephone 485-4467

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

Your HOUSING AND COMMUNITY REDEVELOPMENT COMMITTEE

and

BUDGET AND FINANCE COMMITTEE

reports as follows:

	<u>Yes</u>	<u>No</u>
Public Comments	<u>XX</u>	<u>—</u>

HOUSING AND COMMUNITY REDEVELOPMENT and BUDGET AND FINANCE COMMITTEES' REPORT and RESOLUTIONS relative to the proposed Cooperation Agreements between the Community Redevelopment Agency (CRA) and the City for the use of \$24,368,806 in tax increment funds for the Los Angeles Central Public Library, the Los Angeles Convention and Exhibition Center and the development, installation, rehabilitation or expansion of various other City-owned buildings and facilities.

Recommendations for Council action, SUBJECT TO THE APPROVAL OF THE MAYOR:

1. ADOPT accompanying Resolutions on the Findings of Benefit contained in the Council File that the construction of public parking facilities and street improvements and the rehabilitation of publicly-owned facilities, as discussed in the CRA's transmittal dated May 11, 1995, are:
  - a. Of benefit to the project areas listed.
  - b. That no other reasonable means of financing such improvements are available to the City.
  - c. The proposed projects will assist in the elimination of blighting conditions inside the project areas.
  - d. Are consistent with the Five Year Implementation Plans for the affected project areas.
  
2. CONCUR in the CRA Board's adoption of the Resolutions on Findings of Benefit Nos. 5594, 5595 and 5596 contained in the Council File that the construction of public parking facilities and street improvements and the rehabilitation of publicly-owned facilities, as discussed in the CRA's transmittal dated May 11, 1995, are:

- a. Of benefit to the project areas listed.
  - b. That no other reasonable means of financing such improvements are available to the City.
  - c. The proposed projects will assist in the elimination of blighting conditions inside the project areas.
  - d. Are consistent with the Five Year Implementation Plans for the affected project areas.
3. INSTRUCT the City Controller, upon receipt of funds from the CRA, to:
- a. Deposit funds as follows:
    - \$20,633,783 - Reserve Fund
    - 2,170,708 - Special Gas Tax Street Improvement Fund No. 206
    - 1,564,315 - Special Parking Revenue Fund No. 363
    - \$24,368,806
  - b. Redesignate the titles of the projects and accounts listed in Attachment B of the City Administrative Officer's (CAO) report dated June 5, 1995 totalling \$2,170,708 in the Special Gas Tax Street Improvement Fund by adding "(CRA)" after the existing project and account titles designated by the CAO; and to use CRA funds only for these projects, or to reimburse the General Fund appropriations and/or expenditures made for these projects.
  - c. Allocate \$2,170,708 in the Special Gas Tax Street Improvement Fund No. 206 to the Bureau of Street Maintenance and adjust the source of funding as follows:
 

Bureau of Street Maintenance

Increase:	Special Gas Tax Street Improvement Fund	\$2,170,708
Decrease:	General Fund	(\$2,170,708)
  - d. Redesignate the titles of the projects and accounts listed in Attachment B of the CAO's report dated June 5, 1995 totaling \$1,564,315 in the Special Parking Revenue Fund by adding "CRA" after the existing project and account titles designated by the CAO; and use CRA funds only for these projects, or to reimburse General Fund appropriations and/or expenditures made for these projects.
  - e. Allocate \$1,564,315 in the Special Parking Revenue fund No. 363 to the Department of Transportation (LADOT) and adjust the source of funding as follows:

LADOT

Increase: Special Parking Revenue Fund \$1,564,315  
Decrease: General Fund (\$1,564,315)

4. INSTRUCT the Department of Public Works, Bureau of Accounting, to separately account for individual and municipal facility capital improvement projects as identified in the Attachment B of the CAO's report dated June 5, 1995 and to use CRA funds only for these projects, or to reimburse the General Fund appropriations and/or expenditures made for these projects.
5. TAKE the following actions, in the event that the costs or status of one or more projects listed in Attachment B to the CAO report dated June 5, 1995 change:
  - a. AUTHORIZE the CAO to adjust the amount designated for funding from CRA.
  - b. INSTRUCT the City Controller, upon notification by the CAO of such substitution, to:
    - (1) Redesignate the amounts on Attachment B of the CAO report dated June 5, 1995.
    - (2) Transfer CRA funds from either the General Fund 100 or the Special Gas Tax Street Improvement Fund No. 206, as necessary, to the Special Parking Revenue Fund No. 363 and use CRA funds only for these projects or to reimburse General Fund appropriations and/or expenditures made for these projects.
6. AUTHORIZE the General Managers, LADOT, Community Development (CDD) and Public Works/Bureau of Street Maintenance and the CAO to execute any required cooperation agreements or amendments to existing cooperation agreements to facilitate the transfer of funds, subject to the approval of the City Attorney as to form and legality.
7. AUTHORIZE the General Manager, CDD, to execute an amendment to the 20th Year Community Development Block Grant (CDBG) Final Statement to reflect the use of \$4,496,600 for public improvements rather than housing programs, subject to the approval of the City Attorney as to form and legality.
8. APPROVE the allocation of CDBG funds for the public improvements, as set forth on Attachment A1 and A2 of the CAO's report dated June 5, 1995, totalling \$4,496,600. Public improvements projects may be substituted, as needed, but substitution projects are subject to review of CDBG eligibility requirements by CDD and the CRA.

9. AUTHORIZE the General Manager, CDD and the CRA Administrator, to negotiate and execute a Cooperation Agreement between the City and CRA in the amount of \$4,496,600 for the aforementioned public improvements and take such other actions that may be necessary to carry out the Cooperation Agreement.
10. AUTHORIZE the City Controller to expend funds not to exceed \$4,496,600 within Fund No. 424, Account No. J225, CRA, upon proper demand of the General Manager, CDD.
11. FIND that the previously adopted recovery redevelopment project areas, the proposed recovery redevelopment project areas and the City-owned industrial site listed below are slums, blighted or deteriorating areas and that the public improvements identified and proposed for each area in Attachment A2 of the CAO's report dated June 5, 1995 will address one or more of the causes of deterioration.

Previously Adopted Recovery Redevelopment Project Areas

- o Broadway/Manchester
- o Crenshaw/Slauson
- o Crenshaw First Amendment
- o Watts Corridors

Proposed Recovery Redevelopment Project Areas

- o Mid-City
- o Vermont/Manchester
- o Western/Slauson
- o Westlake
- o Wilshire Center/Koreatown

City-Owned Industrial Site

- o Lanzit

13. AUTHORIZE the CRA Administrator to:
  - a. AMEND the CRA's fiscal year 1995-96 budget by recognizing \$8,677,312 of new revenues and to reprogram \$2,377,297 from various Citywide (CW) and Disaster Area (DA) Objectives to project areas and programs consistent with Attachment II of the joint CAO and Chief Legislative Analyst (CLA) report dated February 21, 1996.
  - b. MAKE adjustments to the fiscal year 1995-96 Work Program and Objectives, and take such other actions as may be necessary to mitigate the impacts of the revenue transfer, as set forth in the CAO/CLA report dated February 21, 1996.

14. AUTHORIZE the CRA Administrator and the General Manager, Los Angeles Housing Department (LAHD), to negotiate and execute a cooperation agreement to exchange up to \$5,000,000 in Bunker Hill Housing Trust funds for CDBG funds in the implementation of the actions set forth in the CAO/CLA report dated February 21, 1996, subject to the approval of the City Attorney as to form and legality.
15. AUTHORIZE the CRA Administrator and the General Manager, CDD, to negotiate and execute a cooperation agreement or amendment to an existing agreement, for the use of \$4,700,000 in 21st Year CDBG funds, \$503,400 in 20th Year CDBG funds and \$62,604 in 14th and 16th Year CDBG funds, as set forth in Attachment II of the CAO/CLA report dated February 21, 1996, subject to the approval of the City Attorney as to form and legality.
16. URGE the City Council to adopt a position that, in future fiscal years, CRA funds will not be used to support the City's general budget.

Fiscal Impact Statement: This action will result in the CRA paying for \$24,368,806 of public improvement projects in the City's Capital Budget.

SUBJECT FILE TO BE TRANSMITTED TO THE MAYOR FORTHWITH

Summary:

The 1994-95 City budget included \$29,496,000 in CRA funding for part of the costs of installation and construction of City-owned facilities or other public improvements as permitted under Section 33445 of the California Health and Safety Code. On March 16, 1995, the CRA Board restored \$5,127,794 to CRA work objectives, thereby reducing the amount to be transferred to the City to \$24,368,806. The City Administrative Officer (CAO) and the Chief Legislative Analyst (CLA) report that any further reduction in the funds transferred will reduce funds available for the City's 1995-96 budget. According to the CAO/CLA, the transfer is partially offset (18.5 percent) by the CRA's receipt of \$4,496,600 in CDBG funds, which will be applied to public improvements in the disaster recovery areas.

The CRA requests that the City Council approve and adopt various findings and actions to provide for the orderly transfer of funds. In addition to the Council holding a public hearing on the use of tax increment funds for these public improvements, the Council needs to adopt findings that the development of public parking facilities, rehabilitation of municipal facilities and the construction of other physical plant improvement projects currently included in the 1994-95 adopted City budget will be paid from CRA funding sources and are of benefit to specific redevelopment projects. Council authorization also is needed for the City Controller to reallocate moneys within various City funds and to provide other authority to implement the transfer.

On February 7, 1996, the Budget and Finance and Housing and Community Redevelopment Committees met jointly to consider the transfer of CRA revenues to the City resulting from the adoption of the City's 1994-95 budget and the March 16, 1995, actions of the Agency Board. Anticipated CRA revenues are to be used for part of the costs of installation and construction of City-owned facilities or other public improvements.

At that time, members present at the joint meeting expressed concern that the proposed revenue transfer would seriously impact CRA's community rebuilding efforts in areas in most need of such assistance. These concerns prompted the joint Committees to direct the CAO and the CLA, with the assistance of the CRA, to review the proposed revenue transfer actions, and to report back with amendments/restorations that would reduce the impacts. Additionally, the members present at the joint meeting recommended that the Council be urged to adopt a position that, in future fiscal years, CRA funds not be used to support the City's general budget.

In response to the joint Committees' instructions, the CAO/CLA identified approximately \$11.05 million in CRA new receivables and existing resources. According to the CAO/CLA, these resources have been used to reduce the impact of the previously proposed cuts. Attachment I of the CAO/CLA report dated February 21, 1996 provides a summary description of the suggested mitigation actions. Attachment II contained in the above referenced report provides enhanced detail.

The CRA Board's action of May 11, 1995, included a total revenue transfer of \$24,368,806. The CAO/CLA report dated February 21, 1996 recommends restorations in the amount of \$11,054,609, thus, reducing the net affect on redevelopment projects of the transfer to \$13,314,197. Nevertheless, if this is approved, the CAO/CLA report that the full \$24,368,806 will be transferred to the City upon execution of the necessary agreements, including all the actions needed to permit the transfer to the CRA of all the CDBG funds allocated.

According to the CAO/CLA, the 1994-95 CRA budget, as originally developed, did not provide for the transfer of funds to the City. Therefore, the CRA had to identify the particular funds that would be transferred to the City and now must amend their budget and the project area work programs to reflect those transfers.

As part of the transfer, the CAO/CLA report that the City provided \$4,496,600 of 20th Year CDBG funds to swap with or in exchange for CRA resources. It was anticipated in the City's 20th Year CDBG application that these funds would be used for housing programs. The CRA has since determined that the best use of the funds is for public improvements in the 11 civil disturbance recovery areas in which redevelopment plans have been or are being prepared. According to the CRA, the benefit of using these funds for public improvements is that it makes possible visible physical improvement in these communities, in advance of plan

have on child care, which were adequately addressed by the CRA. With the matter of child care addressed, the joint Committees recommended approval of the CAO/CLA recommendations dated February 21 and 26, 1996. The Committees requested that this matter be expeditiously processed by the City Council to effectuate the transfer.

Respectfully submitted,

HOUSING AND COMMUNITY REDEVELOPMENT COMMITTEE      BUDGET AND FINANCE COMMITTEE  
*Randy Swaminath, Jr.*

**ADOPTED**  
 MOTION ADOPTED TO APPROVE COMMITTEE REPORT RECOMMENDATION  
 MAR 20 1996  
 LOS ANGELES CITY COUNCIL  
*RESOLS ADOPTED*  
 TO THE MAYOR FORTRAN

SLG  
 3/13/96  
 #950885

\*\*\*\*\*  
 AGENDA NO. 31      YES: 11      NO: 0      ABS: 4  
 ALARCON.....YES      BERNSON.....YES      BRAUDE.....YES      CHICK.....YES  
 FEUER.....YES      GOLDBERG.....YES      HERNANDEZ.....YES      RIDLEY-THOMAS.....YES  
 SWORINICH.....YES      WACHS.....YES      WALTERS.....YES      ALATORRE.....ABS  
 GALANTER.....ABS      HOLDEN.....ABS      FERRARO.....ABS  
 \*\*\*\*\*  
 03/20/96  
 10 41 02  
 TIME:

adoption in most areas (only two plans have been adopted to date). In addition, the CRA notes that use of the funds in these areas allows public improvements to be made in advance of any project-generated funds being available, given the lead time for tax increment generation. The CAO/CLA report that the CRA believes that this initiation of activity can provide visible action within these communities to address immediate need, demonstrating public involvement and investment, and acting as a catalyst to more rapidly leverage private activity in the communities' reconstruction and improvement. The CAO state that no other funds are available for this purpose. The specific applications of the CDBG funds are summarized in Attachments A-1 and 2 CAO report dated June 5, 1995.

Because the 20th Year CDBG application anticipated that the funds earmarked for the CRA would be used for housing programs, the use of these funds for public improvements requires an amendment to the application, which would be generated by CDD.

The City projects identified to be funded by the CRA include street improvements, public parking facilities and other public improvements (e.g. Convention Center and Central Library debt service). The projects are individually listed on Attachment B of the CAO report dated June 5, 1995. The CAO/CLA report that CRA funding will be used as a source of funds to various departments and may replace special funds. The list in Attachment B contained in the CAO report dated June 5, 1995 is more than the CRA Board-approved transfer amount in case some of the projects change, do not materialize, or later prove to be ineligible. The amount of the CRA funding will not change, but the use of the funds will fluctuate between the line items in Attachment B, as necessary.

To implement the actions suggested in the CAO/CLA reports dated February 21 and 26, 1996, the CRA advises that it will need to exchange the reimbursement of Bunker Hill housing trust funds with CDBG funds allocated to LAHD. The nature of the CDBG funds will allow the CRA greater flexibility to carry out these actions. The nature of Bunker Hill Trust Funds will enhance LAHD's flexibility in financing new construction. The CRA is requesting authority to negotiate/amend agreements to expedite this transfer and others previously proposed CDBG transfers.

On February 7, 1996 at a joint meeting of the Committees, several of the Council Members present expressed concern with the affect the transfer of CRA funds to the City will have on areas of the City in most need of CRA funding. Prior to continuing action on the proposed transfer of funds, the joint Committees requested that the CAO/CLA explore alternative means of funding and urged the Council to adopt a position, in future fiscal years, that CRA funds will not be used to support the City's general budget.

When the joint Committees met again on February 28, 1996, Committee Member Feuer questioned the affect the newly proposed cuts, as set forth in the CAO/CLA report dated February 26, 1996, would

**A RESOLUTION OF THE LOS ANGELES CITY COUNCIL  
APPROVING THE USE OF FUNDS OF  
THE COMMUNITY REDEVELOPMENT AGENCY OF  
THE CITY OF LOS ANGELES, CALIFORNIA,  
FOR ACTIVITIES IN CONNECTION WITH  
THE CENTRAL LIBRARY REHABILITATION AND EXPANSION,  
THE CONVENTION CENTER EXPANSION  
AND OTHER PUBLIC IMPROVEMENTS**

WHEREAS, the City of Los Angeles ("City") has adopted a redevelopment plan for the Adams Normandie 4321 Redevelopment Project on May 3, 1979, by Ordinance No. 152,325; and

WHEREAS, the City has adopted a redevelopment plan for the Bunker Hill Urban Renewal Project on March 31, 1959, by Ordinance No. 113,231, subsequently amended on January 12, 1968, by Ordinance No. 135,900, on June 25, 1970, by Ordinance No. 140,662, and on December 17, 1986, by Ordinance No. 161,868 (referred to collectively as the "Bunker Hill Redevelopment Plan"); and

WHEREAS, the City has adopted a redevelopment plan for the Central Business District ("CBD") Redevelopment Project on July 18, 1975, by Ordinance No. 147,480, subsequently amended on December 17, 1986, by Ordinance No. 161,869; and

WHEREAS, the City has adopted a redevelopment plan for the Chinatown Redevelopment Project on January 3, 1980, by Ordinance No. 153,365; and

WHEREAS, the City has adopted a redevelopment plan for the Hoover Redevelopment Project on January 27, 1966, by Ordinance No. 131,730, subsequently amended on February 4, 1971, by Ordinance No. 141,571, on November 9, 1978, by Ordinance No. 151,698, on June 17, 1981, by Ordinance No. 155,517, on May 11, 1983, by Ordinance No. 155,712, on December 17, 1986, by Ordinance No. 161,870, and on May 9, 1989, by Ordinance No. 164,850; and

WHEREAS, the City has adopted a redevelopment plan for the Little Tokyo Redevelopment Project on February 24, 1970, by Ordinance No. 140,069, subsequently amended on December 17, 1986, by Ordinance No. 161,871; and

WHEREAS, the City has adopted a redevelopment plan for the Los Angeles Harbor Redevelopment Project on July 18, 1974, by Ordinance No. 146,350, subsequently amended on December 17, 1986, by Ordinance No. 161,872; and

WHEREAS, the City has adopted a redevelopment plan for the Monterey Hills Redevelopment Project on July 29, 1971, by Ordinance No. 142,309, subsequently amended on December 17, 1986, by Ordinance No. 161,883; and

WHEREAS, the City has adopted a redevelopment plan for the Normandie 5 Redevelopment Project on October 7, 1969, by Ordinance No. 139,336, subsequently amended on August 25, 1980, by Ordinance No. 154,375, on January 27, 1982, by Ordinance No. 156,357, and on December 17, 1986, by Ordinance No. 161,873; and

WHEREAS, the City has adopted a redevelopment plan for the Pico Union Redevelopment Project, Area No. 1 ("Pico Union 1") on February 27, 1970, by Ordinance No. 140,084, subsequently amended on December 17, 1986, by Ordinance No. 161,874; and

WHEREAS, the City has adopted a redevelopment plan for the Pico Union Redevelopment Project, Area No. 2 ("Pico Union 2") on November 24, 1976, by Ordinance No. 149,040; and

WHEREAS, these redevelopment plans were adopted pursuant to and in compliance with Sections 33000 et. seq. of the Health and Safety Code of the State of California, commonly known as the Community Redevelopment Law of the State of California; and

WHEREAS, Section 33220 of said Health and Safety Code authorizes redevelopment agencies to aid and cooperate in the planning, undertaking, construction or operation of redevelopment projects; and

WHEREAS, Section 33445 of said Health and Safety Code further permits a redevelopment agency, with the consent of the legislative body, to pay all or part of the value of the land for and the cost of the installation and construction of any building, facility, structure or other improvement which is publicly owned either within or without a project area upon the determination of specific findings; and

WHEREAS, a portion of the funds to be used derive from tax increment generated by the above-referenced projects; and

WHEREAS, the balance of the funds to be used derive from program income generated in the Bunker Hill Urban Renewal Project and the CBD Redevelopment Project; and

WHEREAS, the Los Angeles Central Public Library ("Library"), built in 1926, is a key publicly owned facility, and is located in the Central Business District and within 100 feet of the Bunker Hill Urban Renewal Project; and

WHEREAS, the library function long ago outgrew the 1926 facility and, over the course of the intervening years, became in need of substantial repair and expansion as a result of its internal obsolescence, and its deterioration due to age; and

WHEREAS, the Library was further seriously damaged by a fire in 1986 which rendered the building unusable; and

WHEREAS, the Library is important to the entire City as it is the heart of the City's 63 branch library system; houses several collections which are not found in, and cannot reasonably be duplicated in, branch libraries which are of particular importance and value to residents, visitors, workers, property owners and others in the Bunker Hill Urban Renewal Project and the Adams Normandie 4321, CBD, Chinatown, Hoover, Little Tokyo, Los Angeles Harbor, Monterey Hills, Normandie 5, Pico Union 1 and Pico Union 2 Redevelopment Projects and their immediate neighborhoods, including an extensive business collection which is particularly adapted to the needs of business owners and operators in these redevelopment projects, and special collections which serve the needs of particular groups; and

WHEREAS, the Library also houses a foreign language collection which is of particular value to the resident and work force population of these redevelopment projects, many of whom speak a language other than English (a substantial portion of both the resident and worker population of the CBD Redevelopment Project is Spanish speaking, as is the vast majority of the population of the Pico Union 1 and Pico Union 2 Redevelopment Projects, along with significant proportions of the populations of the Adams Normandie 4321, Chinatown, Hoover and Normandie 5 Redevelopment Projects; a majority of the population of the Chinatown Redevelopment Project speaks one or another dialect of Chinese or one or another Asian language such as Vietnamese; and a substantial portion of the population of the Little Tokyo Redevelopment Project speaks Japanese); and

WHEREAS, the Library in addition serves a large segment of the population of the Hoover Redevelopment Project and its immediate neighborhood, many of whom are students in one or another of its public and private educational institutions; and

WHEREAS, in addition, the Library occupies a key site in the heart of the Downtown financial district; and

WHEREAS, the building's age and obsolescence, its physical inadequacies, the deteriorated condition of its plant and grounds, and the conversion over its life of portions of its open space into surface parking, contributed to its decline, and to its contributing to blighting conditions on several surrounding properties; and

WHEREAS, the Library Project, most notably the rehabilitation of the Goodhue Building, which is listed on the National Register of Historic Places; the construction of the library East Wing; and the re-creation of the West Lawn, creating new open space in the densely developed and underserved urban core; also spurred significant private investment on surrounding parcels, many of which had been occupied by deteriorated and blighted buildings and uses, which further resulted in assisting in the elimination of blighting conditions in the Bunker Hill Urban Renewal Project, the CBD Redevelopment Project, and their immediate neighborhoods; and

WHEREAS, the Library Project also resulted in the physical upgrading of several branch libraries by at least their computerization and electronic linkage with the Central Library, its catalogue systems and its collections, thus increasing the accessibility to and usefulness of the Library directly in and to those several communities with branch library service, including but not limited to the Chinatown, Little Tokyo and Los Angeles Harbor Redevelopment Projects, among others; and

WHEREAS, the Convention Center Expansion, which is located within the CBD Redevelopment Project and immediately adjacent to the Pico Union 1 Redevelopment Project, is important to the economic health and well-being of the City and of the residents, business operators, property owners, workers and others having an interest in the area; and

WHEREAS, the inadequacies of the Convention Center, which was built in the late 1960's, were making it increasingly difficult for Los Angeles to continue to attract major conventions, tourists and visitors; and

WHEREAS, the site selected for the Convention Center Expansion was characterized by a mixture of old and deteriorating or deteriorated structures, high levels of residential overcrowding, low levels of income and educational attainment, high levels of crime and criminal activity, inadequate and obsolete infrastructure and poor juxtapositions of residential, commercial and industrial uses; and

WHEREAS, the elimination of these blighted structures, the relocation of businesses to more modern quarters, the relocation of residents to decent, safe, sanitary and affordable housing adequate in size for the needs of their households, the construction of replacement housing, and the construction of the Convention Center Expansion are assisting in the elimination of blight in this portion of the CBD Redevelopment Project and its immediate neighborhood; and

WHEREAS, as part of the Convention Center Expansion undertaking, new housing was proposed and built, and is proposed to be built, in the CBD, Chinatown, Hoover, Pico Union 1 and Pico Union 2 Redevelopment Projects and their immediate neighborhoods to house, among others, households displaced by the Convention Center Expansion and households from which employees at the Convention Center and businesses whose growth and activity are supported by the Convention Center Expansion can be drawn; and

WHEREAS, said housing has assisted in and will assist in the elimination of blighted buildings and sites in these redevelopment projects and their immediate neighborhoods and their replacement with decent, safe, sanitary and affordable housing and improved amenities for the both the residents of said housing and the residents of the communities in which said housing has been and is being built; and

WHEREAS, the Convention Center Expansion is projected ultimately to generate benefits in excess of \$400,000,000 per year for the economy of Southern California; and

WHEREAS, the socio-economic profile of the Pico Union 1 and Pico Union 2 Redevelopment Projects and their immediate neighborhoods, and of large portions of the Adams Normandie 4321, CBD, Chinatown, Hoover, Little Tokyo and Normandie 5 Redevelopment Projects, consists of persons and households who hold or could hold low wage, entry level and/or limited skill jobs, many of which are available in the tourism and visitor industry and in businesses which serve the tourist and visitor trade; and

WHEREAS, a sound tourism and visitor industry, which is a key generator of such jobs, is a direct result of a successful Convention Center Expansion and the job creation and other beneficial economic impacts of the Convention Center Expansion are key among the reasons for the decision to invest in the Convention Center Expansion; and

WHEREAS, the Chinatown, Hoover and Little Tokyo Redevelopment Projects, and portions of the Bunker Hill Urban Renewal Project and the CBD Redevelopment Project, among others, contain tourist and visitor destinations and areas which depend on tourism and visitors for their well-

being, including: hotels; museums; cultural, recreational and athletic facilities; live and motion picture theaters; and institutions of higher education; and

WHEREAS, as a result of a combination of forces, many of these redevelopment projects and their residents, property owners and business operators have suffered from economic decline and stagnation as evidenced by increasing volumes of vacant retail space, business failure, loss of jobs and loss of businesses; and

WHEREAS, the Convention Center Expansion opened in November 1993, and provides more than 800,000 square feet of convention and exhibition space and has 64 meeting rooms that can accommodate up to 3,000 delegates at one time; and

WHEREAS, current and future bookings at the Convention Center will result in greater financial benefits to hotels, restaurants and other eating establishments, retail shops, printing and publishing services and other businesses and visitor destination activities located in the identified redevelopment projects; and

WHEREAS, the Convention Center and the City, directly and through the Los Angeles Convention and Visitors Bureau and other channels, and through various promotions and publications, promotes the City and a variety of different places of interest, including those within the Bunker Hill Urban Renewal Project and the CBD, Chinatown, Hoover and Little Tokyo Redevelopment Projects, among others, which are or contain visitor and tourist destinations, including maps, brochures, pamphlets, magazines and magazine inserts; and

WHEREAS, the Convention Center promotes patronage of businesses in the Bunker Hill Urban Renewal Project and the Adams Normandie 4321, CBD, Chinatown, Hoover, Little Tokyo, Pico Union 1 and Pico Union 2 Redevelopment Projects, including hotels, motels and inns; restaurants and other eating establishments; gift and other retail shops; printing, mailing, publishing, grooming, travel and other business, personal and professional services, taxi and other transport businesses; thereby addressing economic decline in these areas and promoting business development and investment, which address blighting conditions in these project areas and assist in the elimination of such blighting conditions as exist in these project areas; and

WHEREAS, the City is facing its worst budget crisis since the passage of Proposition 13; and

WHEREAS, in response to its serious and continuing revenue shortfall, which has resulted in this budget crisis, the City has instituted and continued a hiring freeze; eliminated, curtailed or provided only minimal salary

increases and cost of living adjustments; and has delayed, diminished or deleted numerous public improvements, including several of importance to the referenced redevelopment projects and their immediate neighborhoods; and

WHEREAS, projections made by the City Administrative Officer and by independent bodies such as the University of California at Los Angeles (UCLA) and others have documented the economic causes of the aforementioned revenue shortfall and the likelihood that the loss of employment, economic downsizing and other restructuring in key local industries including manufacturing, defense, aerospace, banking, finance and real estate; cumulative changes in state and federal policy regarding local assistance in dealing with urban problems such as the need for affordable housing and responses to homelessness, which are well-documented problems existing in Los Angeles; decreases in available federal aid; decline in state financial assistance; the downturns in the local, regional, state, national and international economies; the long term effects of recent civil unrest and natural disasters; and the need for greater investment in public safety and community revitalization; will cause this budget crisis to continue; and

WHEREAS, these combined forces have led to the conclusion and expectation that, other than through the use of redevelopment funds as described herein, no other reasonable means of financing the activities described are available to the City; and

WHEREAS, on June 17, 1985, August 6, 1992, and May 20, 1993, the Community Redevelopment Agency of the City of Los Angeles, California ("Agency"), adopted findings that the expansion and rehabilitation of the Los Angeles Central Public Library ("Library Project") is of benefit to the Bunker Hill Urban Renewal Project and immediate neighborhood and that no other reasonable means of financing such work are available to the community; and

WHEREAS, on June 24, 1987, August 6, 1992, September 3, 1992, May 20, 1993, and December 21, 1993, the Agency adopted findings that the expansion of the Los Angeles Convention and Exhibition Center ("Convention Center Expansion") is of benefit to the CBD Redevelopment Project, and that no other reasonable means of financing such work is available to the community; and

WHEREAS, on August 19, 1993, the Agency adopted findings that the Library Project is of benefit to the Bunker Hill Urban Renewal Project and the CBD, Chinatown and Little Tokyo Redevelopment Projects and that no other reasonable means of financing such work is available to the community; and

WHEREAS, on August 19, 1993, the Agency adopted findings that the Convention Center Expansion is and will be of benefit to the Bunker Hill Urban Renewal Project and the CBD, Chinatown and Little Tokyo Redevelopment Projects, and that no other reasonable means of financing such work is available to the community; and

WHEREAS, on March 16, 1995, the Agency adopted findings that the Library Project is and will be of benefit to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, and the CBD, Chinatown, Hoover, Little Tokyo, Normandie 5, Pico Union 1 and Pico Union 2 Redevelopment Projects; that the Library Project will contribute to the elimination of blight in the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, and the CBD, Chinatown, Hoover, Little Tokyo, Normandie 5, Pico Union 1 and Pico Union 2 Redevelopment Projects; and that no other reasonable means of financing the proposed Agency share of the Library Project is available to the community; and

WHEREAS, on March 16, 1995, the Agency adopted findings that the Convention Center Expansion is and will be of benefit to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, and the CBD, Chinatown, Hoover, Little Tokyo, Normandie 5, Pico Union 1 and Pico Union 2 Redevelopment Projects; that the Convention Center Expansion will contribute to the elimination of blight in the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, and the CBD, Chinatown, Hoover, Little Tokyo, Normandie 5, Pico Union 1 and Pico Union 2 Redevelopment Projects; and that no other reasonable means of financing the proposed Agency share of the Library Project is available to the community; and

WHEREAS, the Agency has entered into a Cooperation Agreement with the City for the purposes of providing for the financing, acquisition, disposition and development of a portion of the Library Project, initially approved by the Los Angeles City Council on August 20, 1985, and subsequently amended; and

WHEREAS, the Agency has entered into a Cooperation Agreement with the City for the purposes of providing financial assistance; undertaking site acquisition, business and residential relocation; undertaking site clearance; and developing replacement housing for a portion of the Convention Center Expansion, initially approved by the Los Angeles City Council on December 11, 1987, and subsequently amended; and

WHEREAS, pursuant to the above referenced Cooperation Agreements and Amendments thereto, between the City and the

Agency, the Agency agreed to pay (a) a portion of the costs of the Library Project and (b) a portion of the costs for the Convention Center Expansion; and

WHEREAS, the Agency, pursuant to actions of the Agency taken on June 16, 1994, January 12, 1995, and March 16, 1995, will provide a total of up to an additional \$29,496,600 to the City during Fiscal Year ("FY") 1994-95, all or part of which will be derived from tax increment funds which accrue to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the CBD Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, Normandie 5 Redevelopment Project, the Pico Union 1 Redevelopment Project and the Pico Union 2 Redevelopment Project; and

WHEREAS, Agency funds will be used for the payment of eligible costs which are incurred exclusively in connection with the construction, development, expansion, installation, addition to, or reconstruction, including eligible City staff and debt service costs, of specific public improvements, which include portions of the costs for the Library Project and the Convention Center Expansion; and

WHEREAS, as previously described, the publicly owned facilities and improvements described herein are and will be of benefit to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the CBD Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union 1 Redevelopment Project and the Pico Union 2 Redevelopment Project and their immediate neighborhoods and vicinities; and

WHEREAS, as outlined in previous sections, the expenditure of redevelopment funds as described herein will assist in the elimination of blight in the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the CBD Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union 1 Redevelopment Project and the Pico Union 2 Redevelopment Project and their immediate neighborhoods and vicinities; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly

advertised public hearings, the Agency, on October 6, 1994, adopted a Five Year Implementation Plan for the Adams Normandie 4321 Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on October 20, 1994, adopted a Five Year Implementation Plan for the Bunker Hill Urban Renewal Project; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 3, 1994, adopted a Five Year Implementation Plan for the Central Business District Redevelopment Project; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Chinatown Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on September 1, 1994, adopted a Five Year Implementation Plan for the Hoover Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Little Tokyo Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on August 18, 1994, adopted a Five Year Implementation Plan for the Los Angeles Harbor Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Monterey Hills Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly

advertised public hearings, the Agency, on September 1, 1994, adopted a Five Year Implementation Plan for the Normandie 5 Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Pico Union Redevelopment Project, Area No. 1, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Pico Union Redevelopment Project, Area No. 2, subsequently amended on May 4, 1995; and

WHEREAS, the expenditure of redevelopment funds as described herein is consistent with the Five Year Implementation Plans for the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the CBD Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union 1 Redevelopment Project and the Pico Union 2 Redevelopment Project; and

WHEREAS, the Los Angeles City Council has conducted a duly advertised public hearing on the matter.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES THAT**

1. The Agency and the City Council revise and expand their previous findings with regard to the Library Project and the Convention Center Expansion.

2. The Los Angeles Central Public Library and the Los Angeles Convention and Exhibition Center are publicly owned facilities.

3. Pursuant to the authority permitted under Section 33445 of the Health and Safety Code of the State of California, the Agency shall pay a portion of the costs of the rehabilitation and expansion of the Los Angeles Central Public Library (the "Library Project") and of the expansion of the Los Angeles Convention and Exhibition Center (the "Convention Center Expansion").

4. The Library Project, as set forth in this Resolution, is and will be of benefit to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the Central Business District Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union Redevelopment Project, Area No. 1 and the Pico Union Redevelopment Project, Area No. 2, and their immediate neighborhoods.

5. The Convention Center Expansion, as set forth in this Resolution, is and will be of benefit to the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the Central Business District Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union Redevelopment Project, Area No. 1 and the Pico Union Redevelopment Project, Area No. 2, and their immediate neighborhoods.

6. No other reasonable means of financing the proposed Agency share of the Library Project or the Convention Center Expansion are available to the community.

7. The Library Project, as set forth in this Resolution, will assist in the elimination of blighting conditions in the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the Central Business District Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union Redevelopment Project, Area No. 1 and the Pico Union Redevelopment Project, Area No. 2 and their immediate neighborhoods.

8. The Convention Center Expansion, as set forth in this resolution, will assist in the elimination of blighting conditions in the Adams Normandie 4321 Redevelopment Project, the Bunker Hill Urban Renewal Project, the Central Business District Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union Redevelopment Project, Area No. 1 and the Pico Union Redevelopment Project, Area No. 2, and their immediate neighborhoods.

9. The expenditure of Agency funds as set forth herein is consistent with the duly approved and adopted Five Year Implementation Plans for the Adams Normandie 4321

Redevelopment Project, the Bunker Hill Urban Renewal Project, the Central Business District Redevelopment Project, the Chinatown Redevelopment Project, the Hoover Redevelopment Project, the Little Tokyo Redevelopment Project, the Los Angeles Harbor Redevelopment Project, the Monterey Hills Redevelopment Project, the Normandie 5 Redevelopment Project, the Pico Union Redevelopment Project, Area No. 1 and the Pico Union Redevelopment Project, Area No. 2.

ADOPTED:

The within instrument approved by  
the Council of the City of Los  
Angeles at its meeting of

MAR 20 1996

By Judi K. Clark  
Deputy



**A RESOLUTION OF THE LOS ANGELES CITY COUNCIL  
APPROVING THE USE OF FUNDS OF  
THE COMMUNITY REDEVELOPMENT AGENCY OF  
THE CITY OF LOS ANGELES, CALIFORNIA,  
FOR SPECIFIED PUBLIC IMPROVEMENTS**

WHEREAS, the City of Los Angeles ("City") has adopted a redevelopment plan for the Adams Normandie 4321 Redevelopment Project on May 3, 1979, by Ordinance No. 152,325; and

WHEREAS, the City has adopted a redevelopment plan for the Beacon Street Redevelopment Project on April 29, 1969, by Ordinance No. 138,554, subsequently amended on February 22, 1971, by Ordinance No. 141,636, on August 29, 1980, by Ordinance No. 154,375, and on December 17, 1986, by Ordinance No. 161,869; and

WHEREAS, the City has adopted a redevelopment plan for the Central Business District ("CBD") Redevelopment Project on July 18, 1975, by Ordinance No. 147,480, subsequently amended on December 17, 1986, by Ordinance No. 161,869; and

WHEREAS, the City has adopted a redevelopment plan for the Hollywood Redevelopment Project on May 7, 1986, by Ordinance No. 161,202; and

WHEREAS, the City has adopted a redevelopment plan for the Monterey Hills Redevelopment Project on July 29, 1971, by Ordinance No. 142,309, subsequently amended on December 17, 1986, by Ordinance No. 161,883; and

WHEREAS, the City has adopted a redevelopment plan for the North Hollywood Redevelopment Project on February 21, 1979, by Ordinance No. 152,030, subsequently amended on November 19, 1980, by Ordinance No. 154,705, and on February 3, 1983, by Ordinance No. 157,440; and

WHEREAS, these redevelopment plans were adopted pursuant to and in compliance with Sections 33000 et. seq. of the Health and Safety Code of the State of California, commonly known as the Community Redevelopment Law of the State of California; and

WHEREAS, Section 33220 of said Health and Safety Code authorizes redevelopment agencies to aid and cooperate in the planning, undertaking, construction or operation of redevelopment projects; and

WHEREAS, Section 33445 of said Health and Safety Code further permits a redevelopment agency, with the consent of the legislative body, to pay all or part of the value of the land for and the cost of the installation and construction of any building, facility, structure or other improvement which is publicly owned either within or without a project area upon the determination of specific findings; and

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 2

WHEREAS, pursuant to the authority permitted by Sections 33220 and 33445 of said Health and Safety Code, among others, the Los Angeles City Council has approved the expenditure of Agency funds for such purposes; and

WHEREAS, the Agency, pursuant to actions of the Agency taken on June 16, 1994, January 12, 1995 and March 16, 1995, and actions of the City Council taken on May 19, 1994, will provide a total of up to \$29,496,600 of funds legally available to it during Fiscal Year ("FY") 1994-95 for such purposes, all or part of which will be derived from tax increment funds which accrue to the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects; and

WHEREAS, said Agency funds will be used for the payment of City costs which are incurred exclusively in connection with the construction, development, expansion, installation, addition to, or reconstruction, including eligible City staff and debt service costs, of specific public improvements which may include various public parking facilities and streets in the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities; and

WHEREAS, the parking facilities proposed to be funded through this action are located in the Beacon Street, Hollywood and San Pedro areas of Los Angeles; and

WHEREAS, the improvements to be provided consist of acquisition; development, including grading, landscaping, lighting, paving, striping, fencing and other physical improvements, including improvements to bring these facilities into compliance with the federal Americans with Disabilities Act; and

WHEREAS, the Beacon Street and the Hollywood Redevelopment Projects are commercial destinations; and

WHEREAS, as such, easily accessible and affordable parking is a key component to developing and assuring the economic health and well-being of the Beacon Street and Hollywood Redevelopment Projects and their vicinities, and is thus of benefit to the Beacon Street and Hollywood Redevelopment Projects and their immediate vicinities; and

WHEREAS, these parking facilities, or the sites to be developed with these parking facilities, involve parcels which are deteriorated, thus contributing to a sense of blight and deterioration in the Beacon Street and Hollywood Redevelopment Projects and their immediate vicinities; and

WHEREAS, the physical improvement of these parking facilities will therefore assist in the elimination of blighting

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 3

conditions in the Beacon Street and Hollywood Redevelopment Projects and their immediate vicinities; and

WHEREAS, the locations of these parking facilities are at sites which are well connected to the core of Downtown Los Angeles by public transportation and other ride-sharing options; and

WHEREAS, the potential for providing additional economic activity to the communities in which these parking facilities are located and their environs is beneficial to the Beacon Street, CBD, Hollywood and Monterey Hills Redevelopment Projects and their immediate vicinities by providing economic activity to these areas, which will reduce their burden on the Beacon Street, CBD and Hollywood Redevelopment Projects for certain services and increase local business and employment activity in each of these project areas, thereby contributing to a reduction in under-employment and potentially decreasing crime and increasing levels of safety and security in these communities and in the Beacon Street, CBD, Hollywood and Monterey Hills Redevelopment Projects and their immediate vicinities; and

WHEREAS, public improvements proposed to be funded by the Agency include the reconstruction, widening, repaving, landscaping and lighting of major arterials including portions of Adams Boulevard in the Adams Normandie community, Magnolia Boulevard in the North Hollywood community, and Sixth Street in Downtown Los Angeles; and

WHEREAS, substantial portions of the public improvements are within or abut the Adams Normandie 4321, CBD and North Hollywood Redevelopment Project and provide access to residents, property owners and business operators of other redevelopment project areas including the Monterey Hills Redevelopment Project; and

WHEREAS, the improvement of these streets will improve traffic flow and safety for vehicles and pedestrians using these arterials and thus promote the economic and social health and welfare of the residents, property owners, business operators, employees, visitors and others who use or have an interest in the Adams Normandie 4321, CBD, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities; and

WHEREAS, the diversion of traffic from congested streets within Downtown Los Angeles, the commercial center of North Hollywood and affected portions of the Adams Normandie community and adjacent areas will also eliminate the blighting conditions of high traffic volumes and the demand to remove economic activity to provide off-street parking, which actions will assist in eliminating blighting conditions in the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities, by reducing congestion, improving traffic flow, improving air quality, enhancing pedestrian and vehicular safety, encouraging

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 4

investment in business enterprises, encouraging patronage of local business enterprises and reducing the demand for the demolition of buildings and displacing economic activity to provide additional parking; and

WHEREAS, as such, the improvement of these arterials is important to the continued vitality of not only Downtown Los Angeles, which is the City's largest concentration of jobs and economic activity, but also of numerous communities within commuting distance of Downtown Los Angeles, in which persons reside whose livelihood is dependent on the economic vitality of the Downtown area; and

WHEREAS, the elimination of inadequacies in the City's transportation system as described herein further assists, therefore, in the elimination of blighting conditions in the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities, by reducing congestion, air pollution, noise, traffic, accidents and their attendant burdens of injury and property damage, and the added cost burden of congestion on the movement of goods and people; and

WHEREAS, the street improvement projects are in and/or adjacent to portions of the Adams Normandie 4321, CBD and North Hollywood Redevelopment Projects and their immediate vicinities and in areas characterized by deteriorated commercial and industrial buildings, inadequate on- and off-street loading zones, inadequate street capacity for the movement of goods and a mixture of deteriorated, recently rehabilitated and recently constructed structures; and

WHEREAS, the inadequate infrastructure contributes to the continuing conditions of blight in these areas and the improvement of the streets will upgrade environment for vehicular and pedestrian safety and capacity, support investment in the improvement of the very low and low income housing stock and support investment in rehabilitating or replacing deteriorated and under-utilized industrial and commercial space; and

WHEREAS, the City of Los Angeles is facing its worst budget crisis since the passage of Proposition 13; and

WHEREAS, in response to its serious and continuing revenue shortfall, which has resulted in this budget crisis, the City has instituted and continued a hiring freeze; eliminated, curtailed or provided only minimal salary increases and cost of living adjustments; and has delayed, diminished or deleted numerous public improvements, including several of importance to the referenced redevelopment projects and their immediate vicinities; and

WHEREAS, projections made by the City Administrative Officer and by independent bodies such as the University of California at

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 5

Los Angeles (UCLA) and others have documented the economic causes of the aforementioned revenue shortfall and the likelihood that the loss of employment, economic downsizing and other restructuring in key local industries including manufacturing, defense, aerospace, banking, finance and real estate; cumulative changes in state and federal policy regarding local assistance in dealing with urban problems such as the need for affordable housing and responses to homelessness, which are well-documented problems existing in Los Angeles; decreases in available federal aid; decline in state financial assistance; the downturns in the local, regional, state, national and international economies; the long term effects of recent civil unrest and natural disasters; and the need for greater investment in public safety and community revitalization; will cause this budget crisis to continue; and

WHEREAS, these combined forces have led to the conclusion and expectation that, other than through the use of redevelopment funds as described herein, no other reasonable means of financing the activities described are available to the City; and

WHEREAS, on March 16, 1995, the Agency adopted findings that the expenditure of Agency funds as described herein is and will be of benefit to the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects; and

WHEREAS, on March 16, 1995, the Agency further adopted findings that, other than through the use of redevelopment funds as described herein, no other reasonable means of financing the activities described is available to the City; and

WHEREAS, on March 16, 1995, the Agency further adopted findings that the expenditure of Agency funds as described herein would assist in the elimination of blighting conditions in the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on October 4, 1994, adopted a Five Year Implementation Plan for the Adams Normandie 4321 Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on August 18, 1994, adopted a Five Year Implementation Plan for the Beacon Street Redevelopment Project; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 3, 1994, adopted a Five Year Implementation Plan for the CBD Redevelopment Project; and

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 6

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Hollywood Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on November 17, 1994, adopted a Five Year Implementation Plan for the Monterey Hills Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, as set forth in and consistent with Section 33490 of the Health and Safety Code, and following duly advertised public hearings, the Agency, on October 20, 1994, adopted a Five Year Implementation Plan for the North Hollywood Redevelopment Project, subsequently amended on May 4, 1995; and

WHEREAS, the expenditure of redevelopment funds as described herein is consistent with the Five Year Implementation Plans for the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects; and

WHEREAS, the Los Angeles City Council has conducted a duly advertised public hearing on the matter.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES THAT

1. Pursuant to the authority permitted under Section 33445 of the Health and Safety Code of the State of California, the Agency shall pay a portion of the eligible costs of acquiring and developing off-street public parking in the Beacon Street, Hollywood and San Pedro areas, and for constructing public improvements to portions of Adams Boulevard, Magnolia Boulevard and Sixth Street as described herein.

2. The off-street public parking facilities referenced herein are and will be of benefit to the Beacon Street, CBD and Hollywood Redevelopment Projects and their immediate vicinities.

3. The public improvements referenced herein are and will be of benefit to the Adams Normandie 4321, CBD, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities.

4. There are no other reasonable means of financing these off street parking facilities and public improvements available to the City.

5. The off-street public parking facilities referenced herein will assist in the elimination of blighting conditions in

FINDING OF BENEFIT RESOLUTION, PUBLIC PARKING AND OTHER PUBLIC IMPROVEMENTS, PAGE 7

the Beacon Street, CBD and Hollywood Redevelopment Projects and their immediate vicinities.

6. The public facilities referenced herein will assist in the elimination of blighting conditions in the Adams Normandie 4321, CBD, Monterey Hills and North Hollywood Redevelopment Projects and their immediate vicinities.

7. The expenditure of Agency funds for portions of the costs of the off street public parking facilities and the public improvements referenced herein is consistent with the Five Year Implementation Plans adopted by the Agency, and, where applicable, as amended, for the Adams Normandie 4321, Beacon Street, CBD, Hollywood, Monterey Hills and North Hollywood Redevelopment Projects in the manner prescribed by law.

ADOPTED:

The within instrument approved by  
the Council of the City of Los  
Angeles at its meeting of

MAR 20 1996

By Judith Clark  
Deputy



**Response to Comment No. 45-24**

Attachment 8 consisting of "Council Action 95-0885" dated March 27, 1996, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers prior to any action on the Proposed Project.

**Comment No. 45-25**

See following page.



\*Adopted as amended by Council action of 10-21-97. N. T. H.

FILE NO. 96-1590-S1, S4, S5, S7,  
S9, S10, S11, S12  
97-1555

TO THE COUNCIL OF THE  
CITY OF LOS ANGELES

Your AD HOC COMMITTEE ON THE LOS ANGELES ARENA PROPOSAL  
reports as follows:

Public Comments Yes No  
XX —

FINAL ENVIRONMENTAL IMPACT REPORT, STATEMENT OF OVERRIDING  
CONSIDERATIONS, MITIGATION MONITORING PROGRAM, DEVELOPMENT  
AGREEMENT, DISPOSITION AND DEVELOPMENT AGREEMENT, RECIPROCAL  
EASEMENT AND ENVIRONMENTAL RESTRICTION AGREEMENT, ARENA GROUND  
LEASE AGREEMENT, ENVIRONMENTAL INDEMNITY AGREEMENT, CONDITIONAL  
USE APPEAL, AD HOC COMMITTEE ON THE LOS ANGELES ARENA PROPOSAL  
REPORT and ORDINANCE relative to the proposed Arena at the Los  
Angeles Convention Center.

Recommendations for Council action, as recommended by the City  
Administrative Officer and the Chief Legislative Analyst:

1. CONCUR with the Board of Referred Powers action of August 6,  
1997 acting instead of the City Planning Commission and:  
[Exhibit 7]
  - a. CERTIFY that the Final Environmental Impact Report and  
Attachment to the Final Environmental Impact Report for  
the Los Angeles Sports and Entertainment Complex  
(collectively, the "FEIR"; State Clearinghouse No.  
96091061), prepared and certified by the Community  
Redevelopment Agency as lead agency, is adequate for  
matters related to the Sports and Entertainment Complex  
which are before the City, and that the City has  
reviewed and considered the information contained  
therein pursuant to the State CEQA Guidelines including  
Section 15096 thereof, and the City CEQA Guidelines  
along with other factors related to this matter.
  - b. AMEND the Los Angeles Sports and Entertainment Complex  
Mitigation Monitoring Plan ("Mitigation Monitoring  
Plan") as set forth in the Los Angeles City Planning  
Department Staff Report to the Board of Referred Powers  
dated August 6, 1997 ("City Planning Department  
Report") at pages 111-169 of Exhibit E-6 to such  
report, to be consistent with Condition 5  
(Environmental) of the Conditions of Approval. (The  
Conditions of Approval are set forth in Section 3 of  
the City Planning Department Report.)

- c. ADOPT the Mitigation Monitoring Plan, as amended, pursuant to Section 21081.6 of the California Public Resources Code.
- d. ADOPT the California Environmental Quality Act Findings as specified in Sections IV, V and VI of the document entitled Statement of Environmental Effects, Mitigation Measures, Findings, Statement of Overriding Considerations and Mitigation Reporting and Monitoring Program for the Proposed Los Angeles Sports and Entertainment Complex ("Statement of Environmental Effects"), set forth at Exhibit E-6 of the City Planning Department Report.
- e. ADOPT the Statement of Overriding Considerations set forth in Section VII of the Statement of Environmental Effects.

*Relative to the Conditional Use Permits*

- 2. ADOPT the Planning and Land Use Management Committee recommendations of October 7, 1997 to DENY the appeal filed by the Coalition for Community Rights and CONCUR with the Board of Referred Powers action of August 6, 1997 acting instead of the City Planning Commission, subject to the (1) submission of a Preliminary Parking and Transportation Plan by the Venture showing traffic circulation and parking; (2) at Venture cost, provision of a study of wind effects at the Convention Center and, if called for, incorporation of feasible mitigation measures into the Arena design; and, (3) at Venture cost, construct a northbound, one-way extension of Cherry Street within the Olympic Properties connecting 11<sup>th</sup> Street with Olympic Boulevard with the approval of the Department of Transportation, to:

*[Exhibit 7]*

- a. ADOPT the Findings, set forth as Section 4 of the City Planning Department Report, regarding the following conditional uses: City Planning Case Nos. 97-0105(CU) and 97-0120(CUB) and the Development Agreement 97-0106(DA) as Findings of the Board.
- b. APPROVE a Conditional Use [CPC No. 97-0105(CU)] for the site at 1191-1201 South Figueroa Street, to allow the construction, operation and maintenance of a sports and entertainment complex consisting of an Arena that shall contain a capacity for no more than 22,000 seats and a maximum of 950,000 square feet, and, at the option of the applicant, basketball practice facilities and an ice-skating rink; ancillary uses at a maximum of 100,000 square feet to include retail/restaurant/entertainment uses; and, a maximum of 50,000 square feet of primarily team office space, subject to the conditions of approval specified in Section 3 of the

City Planning Department Report, as modified by the attached Staff Recommended Modifications to the Staff Report.

- c. APPROVE a Conditional Use [CPC 97-0120(CUB)] for the sale or dispensing for consideration of a full line of alcoholic beverages for on-site consumption in the Arena and for on-site consumption in four establishments outside the Arena on the Arena Site, subject to the conditions of approval specified in Section 3 of the City Planning Department Report, as modified.
- d. ADOPT the Findings and Recommendations of the City Planning Department Report and APPROVE the Reduction of a previously-approved Conditional Use site [CUP 97-0185(CU)], to sever the site from the deemed-to-be-approved Convention Center site.

*Relative to the New Financial Terms of the Project*

3. AUTHORIZE the restructuring of the Los Angeles Convention Center ("LACC") Debt Service Reserve Fund ("DSR") as discussed in the report.
4. AUTHORIZE an amendment to the agreement with Orrick, Herrington & Sutcliffe to continue to provide bond counsel services to complete the bond sale for the Arena transaction, funding for which will be provided from bond proceeds.
5. REQUEST the City Attorney to negotiate a jobs credit agreement and submit it to the Council for approval prior to closing.
6. AUTHORIZE a credit of \$540,000 toward developer fees for the Arena project upon approval of the Definitive Agreements to be applied to the jobs credits as will be defined in the jobs credit agreement referenced in No. 5 above.
7. AUTHORIZE the Community Redevelopment Agency ("Agency") to execute the Second Supplemental Trust Agreement by and between the Agency and First Trust of California, as trustee for the Central Business District Tax Allocation Refunding Bonds, Series I. [Exhibit 12]
8. AUTHORIZE the Community Redevelopment Agency ("Agency"), in advance of the Second Supplemental Trust Agreement, to take any and all actions necessary to provide security for the Agency's obligation to repay the commitment of \$12 million provided by the Developer for the cost of property acquisition and related activities for the project; the obligation will be repaid with interest compounded annually at the rate of 6.77%.

9. APPROVE the accompanying Gap Funding Agreement which sets forth the terms and conditions of the Venture's guarantee and such other agreements and instruments as are necessary to secure the Agency's repayment obligations to the Venture.  
[Exhibit 15]

*Relative to Definitive Agreements:*

10. APPROVE the accompanying Disposition and Development Agreement ("DDA") between the Los Angeles Arena Development Company, LLC ("Venture"), the Agency, and the City, which has been revised to reflect the new terms of the project, and request the Agency to take action as soon as possible to approve the DDA, with execution subject to satisfactory compliance with conditions precedent specified in the Council-approved Memorandum of Understanding Section 3.4.1 and Article II of the DDA (the Council's action shall constitute approval required under the Agency Oversight Ordinance).  
[Exhibit 1]
11. APPROVE the accompanying Reciprocal Easement and Environmental Restriction Agreement ("REA") between the Venture, Agency and the City relative to the granting of rights and easements over property owned by the parties and prescribes the maintenance, operation and use of the property owned by parties, such as signage criteria, use of West Hall Parking and Lindsay Plaza, and roadway and utility easements, and request the Agency to take action as soon as possible to approve the REA, with execution subject to satisfactory compliance with conditions precedent (the Council's action shall constitute approval required under the Agency Oversight Ordinance).  
[Exhibit 2]
12. APPROVE the accompanying Arena Ground Lease between the Venture and the City which grants property adjacent to the Los Angeles Convention Center to the Venture for 55 years and prescribes rights, conditions and obligations under which the agreement is effective, with execution subject to satisfactory compliance with conditions precedent.  
[Exhibit 3]
13. ADOPT the accompanying ORDINANCE authorizing the execution of the Development Agreement ("DA"); APPROVE the DA between the Venture and the City, as approved by the Board of Referred Powers on August 6, 1997 (C.F. 96-1590-S12), acting in the place of the Planning Commission, which establishes development rights, agreements and assurances, including the proposed Admissions Fee, with execution subject to satisfactory compliance with conditions precedent; and, INSTRUCT the City Clerk, pursuant to California Government Code Section 65868.5, to record a copy of the DA with the County Recorder within 10 days after execution by the City.  
[Exhibit 4 and 5]
14. APPROVE the Environmental Indemnity Agreement between the

Venture, Agency, City and Los Angeles Convention Center authority relative to the City-owned properties that will be conveyed to the Venture. [Exhibit 6]

Relative to the Community Redevelopment Agency:

15. CONCUR in the Agency Board actions to AUTHORIZE the Agency to:

- a. Negotiate and execute a relocation agreement with the Los Angeles Unified School District for the relocation Los Angelitos Children's Center for an amount not to exceed \$1.7 million. [Exhibit 8]
- b. Relative to the Replacement Housing Plans:
  - i. Amend the FY98 Budget to acknowledge the anticipated future receipt of \$4,496,000 from the City General Fund to the Agency for the development of replacement housing for the Arena project, with funds to be transferred when needed for construction.
  - ii. Increase the Agency's commitment to the 62-unit Grandview Nine family housing project (Work Objective CW1206) by \$2,740,000 and the 75-unit 1010 Family Housing Project by \$1,756,000 (Work Objective SP1100), and transfer the above-referenced funds to the respective work objectives.
  - iii. Amend the FY98 Budget to acknowledge receipt of the reimbursement of Agency pre development costs for the Arena project in the amount of \$693,150 from the City, and allocate these funds to Work Objective SP1100.
  - iv. Amend the FY98 Budget to transfer the balance of land proceeds from the sale of Agency land for the 1010 Senior Housing Project in the amount of \$251,850 to Work Objective SP1100.
  - v. Work with the Los Angeles Housing Department to develop a near-term plan for the development of 51 additional replacement units and, in conjunction with the City Administrative Officer and Chief Legislative Analyst, to report back on the feasibility of establishing an "Arena Replacement Housing Trust Fund" to address additional housing needs in the area. [Exhibit 9]

\*c. Add \*\$100,000 ~~\$80,000~~ to the contract with the law firm of Goldfarb & Lipman for legal services rendered in the

negotiation and preparation of documents related to this project. (Hernandez - Alatorre) [Exhibit 10]

- d. Subject to Initial Closing as defined in the DDA, amend the Agency FY98 Budget for SP3070 and SP3080 (L.A. Arena) by recognizing \$87,500,000 in project revenue. [Exhibit 11]
  - e. Take other such actions reasonably necessary to facilitate this project as approved. [Exhibit 11]
16. AUTHORIZE the Agency to (the Council's action shall constitute approval required under the Agency Oversight Ordinance): [Exhibit 12]
- a. Enter into a contract for relocation consultants not to exceed \$225,000 and a contract for acquisition consultants not to exceed \$225,000, from the Agency's list of pre qualified consultants.
  - b. Negotiate and enter into a lease for a site office within close proximity to the Arena site to facilitate relocation activities.
  - c. Increase the Administrator's authority from \$25,000 to \$50,000 for Arena-related contracts.
  - d. Amend and approve a revised Relocation Plan in conformance with new State requirements.

*Other Actions:*

- 17. APPROVE the accompanying Signage Criteria, Schematic Design Drawings, subject to a revision to make restrooms in the police substation available to the general public during Arena events, and Preliminary Arena Landscape Drawings for the proposed project. [Exhibit 12, 13 and 14]
- 18. AUTHORIZE the President of the City Council to sign all agreements related to this project on behalf of the City once all conditions precedent have been met.
- 19. AUTHORIZE the Agency, City Administrative Officer, Chief Legislative Analyst, with the assistance of the City Attorney to make minor adjustments or modifications to the approved documents consistent and in conformance with the project terms set forth in this report.
- 20. INSTRUCT the City Administrative Officer and the Chief Legislative Analyst, with the assistance of the City Attorney, to report back to Council, when appropriate, to certify that all closing conditions as specified in the DDA have been met.
- 21. REQUEST the City Attorney to draft an ordinance to permit

the signage in accordance with the approved signage criteria for the project.

Fiscal Impact Statement: The City Administrative Officer and the Chief Legislative Analyst advise that approval of this report and the requested actions would allow the negotiations of and preparation for the Arena transaction to continue, but would not commit the City to proceeding with the Arena transaction. Staff costs, attorney fees and various Agency activities in connection with the preparation for land acquisition would continue. Such costs between the date of this report and the closing of the transaction are estimated to be \$250,000. If the transaction is ultimately approved, the cost of the City contribution would be approximately \$5 million per year, all of which will be covered by the Admissions Fee, Overflow Parking Revenues and, if necessary, Venture payments or the payment guarantee.

Summary:

On May 23, 1997, the Council approved a Memorandum of Understanding (MOU) among the Los Angeles Arena Development Company, LLP (Venture), the Community Redevelopment Agency (Agency), and the City to construct an arena at the North Hall site of the Los Angeles Convention Center (LACC). Council further directed that all concerned departments proceed with negotiating all documents and agreements for the proposed project.

As part of its August 20, 1997 action, the Board of Referred Powers, acting in place of the City Planning Commission, approved (1) a Conditional Use Permit for the site at 1191-1201 South Figueroa Street, to allow the construction, operation and maintenance of a sports and entertainment complex consisting of an Arena that shall contain a capacity for no more than 22,000 seats and a maximum of 950,000 square feet and, at the option of the applicant, basketball practice facilities and an ice skating rink; ancillary uses at a maximum of 100,000 square feet to include retail, restaurant and entertainment uses; and a maximum of 50,000 square feet of primarily team office space; (2) a Conditional Use Permit for the sale or dispensing for consideration of alcoholic beverages for on-site consumption in the Arena and for on-site consumption in four establishments outside the Arena on the Arena Site; and (3) a Conditional Use Permit for reduction of the a previously-approved Conditional Use site, to sever the site from the deemed-to-be-approved Convention Center site.

On September 4, 1997, an appeal was filed by the Coalition for Community Rights, Terry duSoleil, c/o Lawrence Teeter, Attorney at Law, from the determination of the Board of Referred Powers. The matter was referred to the Planning and Land Use Management Committee on September 10, 1997 (CF 96-1590-S12).

At its meeting of October 7, 1997, the Planning and Land Use Management Committee considered the Conditional Use appeal. The

Committee held a public hearing regarding the land use issues related to the proposed project and speakers presented testimony both in opposition and in support of the appeal. The applicant and the appellant spoke in support of their positions.

After careful review of the testimony presented and after considering the merits of the appeal, the Planning and Land Use Management Committee recommended that the appeal be denied. The Committee, however, expressed concern relative to potential impacts on the immediate project area such as off-site parking, traffic control, availability of shuttles for event attendees, and planning for increased traffic during events that may occur simultaneously. As such, the Committee requested that the applicant accelerate preparation of its Parking and Circulation Management Plan, in consultation with the Convention Center Coordinating Committee, to coordinate parking and circulation operations, minimize specific operational conflicts between Arena and other events, and address impacts to the immediate project area.

The Planning and Land Use Management Committee instructed that its recommendations be forwarded to the Ad Hoc Committee on the Los Angeles Arena Proposal for inclusion in its report to Council.

On October 16, 1997, the Ad Hoc Committee on the Los Angeles Arena Proposal considered a comprehensive joint City Administrative Officer (CAO) and Chief Legislative Analyst (CLA) report regarding the proposed project at the Los Angeles Convention Center. Staff from the Community Redevelopment Agency, City Attorney, CAO, CLA and the Community Development Department (CDD) were present.

The CAO provided an overview of the financial terms including funding sources and the Venture's guarantee. The CLA discussed the overall negotiations and the resulting CAO/CLA report and urged that the Committee adopt the staff's recommendations. The CAO/CLA report advised that approval of the recommendations and the requested actions would allow the negotiations of, and preparation for, the Arena transaction to continue, but would not commit the City to proceeding with the Arena transaction. Staff costs, attorney fees and various Agency activities in connection with the preparation for land acquisition would continue. Such costs between the date of their report and the closing of the transaction are estimated to be \$250,000. If approved, the cost of the City contribution would be approximately \$5 million per year, all of which will be covered by the Admissions Fee, Overflow Parking Revenues and, if necessary, Venture payments or the payment guarantee.

The City Attorney presented an overview of the contracting process and reviewed the major negotiated changes since the MOU was adopted on May 23, 1997. The Agency answered questions from the Committee members including questions regarding the Relocation and the Replacement Housing Plans. As part of the

Agency's discussion, CDD provided a presentation regarding its Job Outreach and Apprenticeship Program and its MBE/WBE Program as it relates to the proposed project.

The Committee held a public hearing in which several speakers voiced support for the proposed project and the Conditional Use appellant spoke in opposition. After the public hearing was closed, the Committee moved to approve (vote: 4-0) the staff recommendations as contained in the October 15, 1997 joint CAO/CLA report.

Respectfully submitted,

AD HOC COMMITTEE ON THE LOS ANGELES ARENA PROPOSAL

*Mike Hennes*

*John J. Lee*  
*John J. Lee, Jr.*

KC  
10/17/97

Enc: Ordinance

CPCs 97-0105-CU  
97-0120-CUB  
97-0185-CU

CD 9  
#961590.1

REPORT  
ADOPTED  
\*AS AMENDED

OCT 21 1997  
(SEE MOTIONS ATTACHED)

Los Angeles City Council  
EIR CERTIFIED - FINDINGS ADOPTED,  
STATEMENT OF OVERRIDING CONSIDERATION &  
MITIGATION MONITORING PROGRAM ADOPTED

ORD RE DEVELOPMENT AGREEMENT OVER 1 WEEK TO 10-28-97

ORD  
ADOPTED

OCT 28 1997

LOS ANGELES CITY COUNCIL

TO THE MAYOR FORTHWITH

ORD RE DEVELOPMENT AGREEMENT OVER 1 WEEK TO 10-28-97

AGENDA NO.	YES	NO	ABSEN	TIME
AGENDA NO. 11				
ALARCON.....	YES			
FEUER.....	YES			
HOLDEN.....	YES			
WACHS.....	YES			
ALATORRE.....	YES			
GALANTER.....	YES			
MISCIKOWSKI.....	YES			
FERRARO.....	YES			
BERNSON.....	YES			
GOLDBERG.....	YES			
RIDLEY-THOMAS.....	YES			
WALTERS.....	YES			
CHICK.....	YES			
HERNANDEZ.....	YES			
SVORINICH.....	YES			

AD HOC COMMITTEE ON THE LOS ANGELES ARENA PROPOSAL, ADD PTED AS ANYONE INCLUDING ENVIRONMENTAL FINDINGS, AGREEMENTS, ETC, - CU APPROVE DELETED  
+ CU PERMIT APPROVED - ARENA GROUND LEASE APPROVED, ENVIRONMENTAL  
AGENDA NO. 11  
ALARCON..... YES  
FEUER..... YES  
HOLDEN..... YES  
WACHS..... YES  
ALATORRE..... YES  
GALANTER..... YES  
MISCIKOWSKI..... YES  
FERRARO..... YES  
BERNSON..... YES  
GOLDBERG..... YES  
RIDLEY-THOMAS..... YES  
WALTERS..... YES  
CHICK..... YES  
HERNANDEZ..... YES  
SVORINICH..... YES  
Indemnity Act Approved - Considered in Gen Actions, etc.

ORD ADOPTED

AGENDA NO.	YES	NO	ABSEN	TIME
AGENDA NO. 12				
ALARCON.....	YES			
FEUER.....	YES			
MISCIKOWSKI.....	YES			
FERRARO.....	YES			
ALATORRE.....	YES			
GALANTER.....	YES			
RIDLEY-THOMAS.....	YES			
GOLDBERG.....	YES			
BERNSON.....	YES			
HERNANDEZ.....	YES			
SVORINICH.....	YES			
WALTERS.....	YES			
CHICK.....	YES			
HOLDEN.....	YES			
WACHS.....	YES			

**Response to Comment No. 45-25**

Attachment 9 consisting of “Council Action 96-1590 S1 et al.” dated November 5, 1997, is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 9 was also referenced in Comment No. 45-1. As such, please refer to Response to Comment No. 45-1 for additional information.

**Comment No. 45-26**

See following page.

**An Examination of Recent Ridership Declines  
Among the Largest U.S. Public Transit Systems**

*Working Paper*

UCLA Institute of Transportation Studies

by

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## ABSTRACT

Perhaps the most disturbing trend in American public transit during the 1990s has been the alarming ridership declines among the nation's largest operators. Between 1989 and 1993, annual ridership in the nation's largest urban areas declined by 680 million passengers, almost 10 percent, while ridership in smaller cities grew by a modest 12 million. Such aggregate figures mask even more troubling ridership declines among the ten largest public transit systems in the U.S., which saw transit use plummet by almost 11 percent, or 537 million annual passengers in four years. This ridership loss nearly equaled the entire 1993 ridership of the nation's second (Chicago) and tenth (Baltimore) largest transit systems combined. In contrast to the sharp contractions on the oldest and largest systems in the U.S., other transit operators serving the same metropolitan areas as the "Top-Ten" added over 57 million annual riders, or about 7 percent between 1989 and 1993, though these gains were not enough to offset the ridership losses on the ten largest systems. This paper examines the dimensions of recent ridership losses on the nation's largest public transit systems and concludes that the ridership losses on the Top-Ten systems are due largely to two factors: (1) a cost-revenue squeeze that has forced service cutbacks on some Top-Ten systems and (2) a substantial decline in service productivity that has cut the effectiveness the service that remains. This overview section is followed by a case study of the nation's seventh largest transit system: the San Francisco Municipal Railway (Muni). This case study shows that declining revenues (both from fares and subsidies) have forced Muni to cut service, largely in the form of missed runs, and that the combined effect of decreasing service hours and declining service quality has been lost patronage. This case study also shows that Muni's financial picture is expected to worsen in the coming years, which will likely accelerate patronage losses. The recent experience

of Muni contrasts sharply with suburban transit operators in the San Francisco Bay Area, many of which have added service and riders during the early 1990s. Short of substantial increases in subsidies or substantial reductions in operating costs, the recent combined ridership losses experienced by the nation's ten largest transit systems will likely continue, and perhaps worsen, through the mid-1990s.

**Keyword**

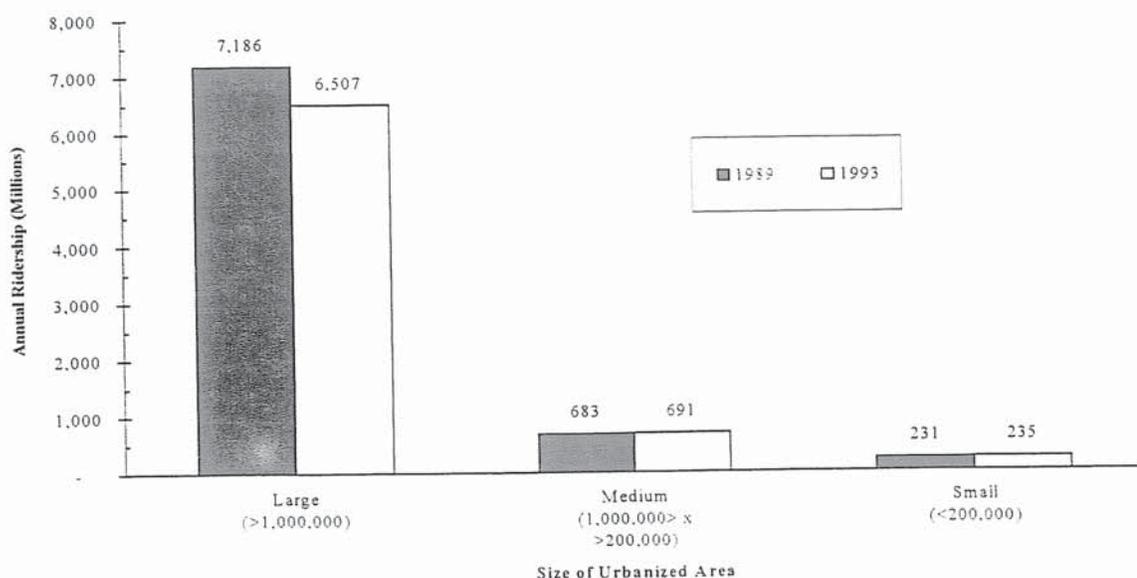
Transit ridership

Transit subsidies

Transit performance

Transit systems in the largest urbanized areas in the United States are losing riders at an alarming rate while ridership in smaller metropolitan areas is increasing slightly. Between 1989 and 1993, urban areas with populations greater than one million inhabitants have lost over 680 million annual riders while smaller areas have managed to maintain ridership levels (Figure 1).

**Figure 1: Ridership Trends by Size of Urbanized Area: 1989-1993.**

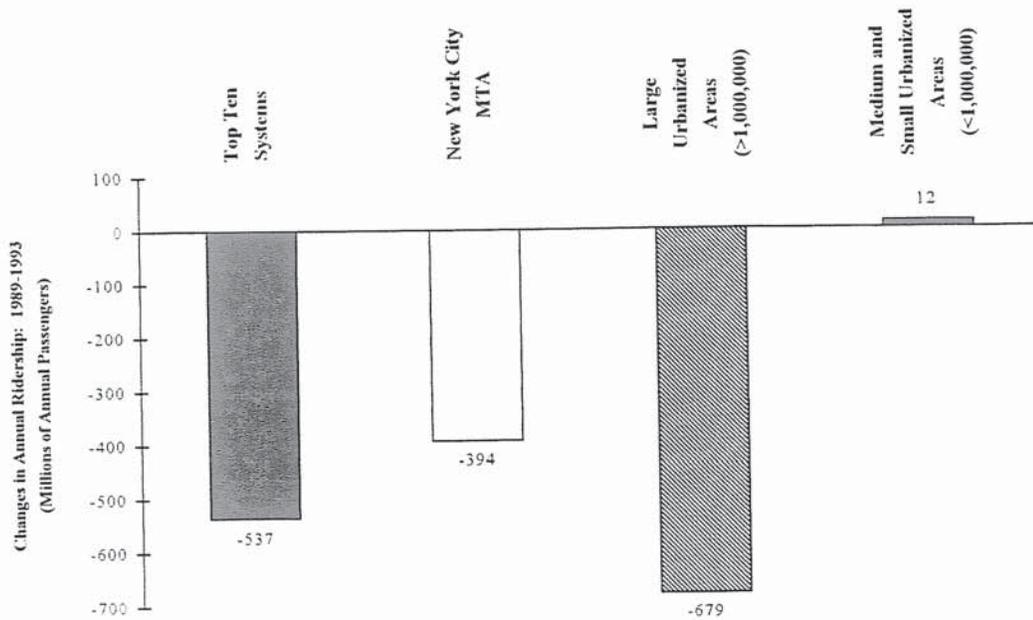


Source: U.S. Department of Transportation, 1994b.

The trend of declining transit patronage in the largest urban markets masks an even more disturbing decline among the nation's largest transit systems operating within these areas. The ten largest systems lost 537 million annual riders between 1989 and 1993. This represents 80 percent of the total losses for all urbanized areas with populations greater than one million (Figure 2). The most pronounced losses occurred in New York City, by far the country's largest transit market. The New York City Metropolitan Transportation Authority (NYCTA), which carries

nearly a quarter of all transit trips nationwide, saw its annual boardings plummet by about 394 million.<sup>1</sup> This 18 percent decline exceeds the entire annual ridership of the nation's third largest transit system in Los Angeles (U.S. Department of Transportation, 1989, 1990, 1991, 1994a).

**Figure 2: Ridership Trends between the Top-Ten Largest U.S. Systems and Urban Areas: 1989-1993.**



Source: U.S. Department of Transportation, 1989, 1990, 1991, 1994a, 1994b.

This paper examines the dimensions of these recent ridership losses on the nation's largest public transit systems. The next section is an overview comparison of patronage, funding, and performance between the ten largest U.S. transit systems and other transit systems serving the

<sup>1</sup> This figure for the NYCTA is an average of the ridership levels reported to the Federal Transit Administration (FTA) for the 1988 and 1990 Section 15 reporting years. According to the FTA, the 1989 ridership data for NYCTA may reflect a reporting anomaly. Had the reported data been used, the five year decline for NYCTA would be 657 million annual passengers, a 27 percent decline.

same metropolitan areas; it details the ridership losses on the Top-Ten systems and shows that these declines are due largely to two factors: (1) a cost-revenue squeeze that has forced service cutbacks on some Top-Ten systems and (2) a substantial decline in service productivity that has cut the effectiveness of remaining service. This overview section is followed by a case study of the nation's seventh largest transit system: the San Francisco Municipal Railway (Muni). This case study shows that declining revenues (both from fares and subsidies) have forced Muni to cut service, largely in the form of missed runs. The combined effect of decreasing service hours and declining service quality at Muni has been lost patronage. This case study also shows that Muni's financial picture is expected to worsen in the coming years, which will likely accelerate patronage losses. The recent experience of Muni is then shown to contrast sharply with suburban transit operators in the San Francisco Bay Area, many of which have added riders during the early 1990s. This analysis shows that, short of substantial increases in subsidies or substantial reductions in operating costs, the recent ridership losses by the nation's ten largest transit systems will likely continue, and perhaps worsen, through the mid-1990s.

### **The Top-Ten Countdown**

Nowhere have ridership declines been more profound than on the nation's Top-Ten largest transit systems serving the most transit-friendly environments. As a group these systems lost 537 million annual passengers, an amount representing 80 percent of the total national decline and almost equal to the total annual ridership for all medium sized cities (Table 1). Of the Top-

Ten, only Boston's MBTA gained a significant number of new riders.<sup>2</sup> The New Jersey Transit Corporation which serves many of the same markets as New York's MTA absorbed some of NYCTA's losses, but showed only modest increases while Washington D.C.'s WMATA maintained stable ridership.

**Table 1: Ridership Trends on the Ten Largest U.S. Transit Systems: 1989-1993.**

Transit System	1989 Total Ridership	1993 Total Ridership	Change 1989-1993	Percent Change
New York (NYCTA)	2,192,654,398	1,798,879,235	-393,775,163	-18.0%
Chicago (RTA)	589,701,755	463,193,591	-126,508,164	-21.5%
Los Angeles (LACMTA)	411,820,000	389,640,407	-22,179,593	-5.4%
Washington, D.C. (WMATA)	352,917,497	353,277,686	360,189	0.1%
Boston (MBTA)	283,869,119	336,933,977	53,064,858	18.7%
Philadelphia (SEPTA)	367,964,795	330,004,495	-37,960,300	-10.3%
San Francisco (Muni)	236,257,283	230,322,293	-5,934,990	-2.5%
New York (NJ Transit)	223,244,154	229,332,630	6,088,476	2.7%
Atlanta (MARTA)	145,438,459	138,060,000	-7,378,459	-5.1%
Baltimore (MD MTA)	108,372,310	105,598,341	-2,773,969	-2.6%
<b>Totals</b>	<b>4,912,239,770</b>	<b>4,375,242,655</b>	<b>-536,997,115</b>	<b>-10.9%</b>

Note: 1989 ridership for NYCTA is the average of the total annual ridership for the 1988 and 1990 Section 15 reporting years. The actual reported annual ridership for that year is 2,455,640,961.

Source: U.S. Department of Transportation, 1989, 1990, 1991, 1994a.

<sup>2</sup> This increase in ridership has come at substantial cost. A recent study indicates that the MBTA has increased its deficits by almost 640 percent over the past 26 years in order to increase its ridership (Gomez-Ibanez 1996). Gomez-Ibanez writes that the demand for transit largely lies beyond the control of the MBTA and suggests that current spending levels cannot be sustained.

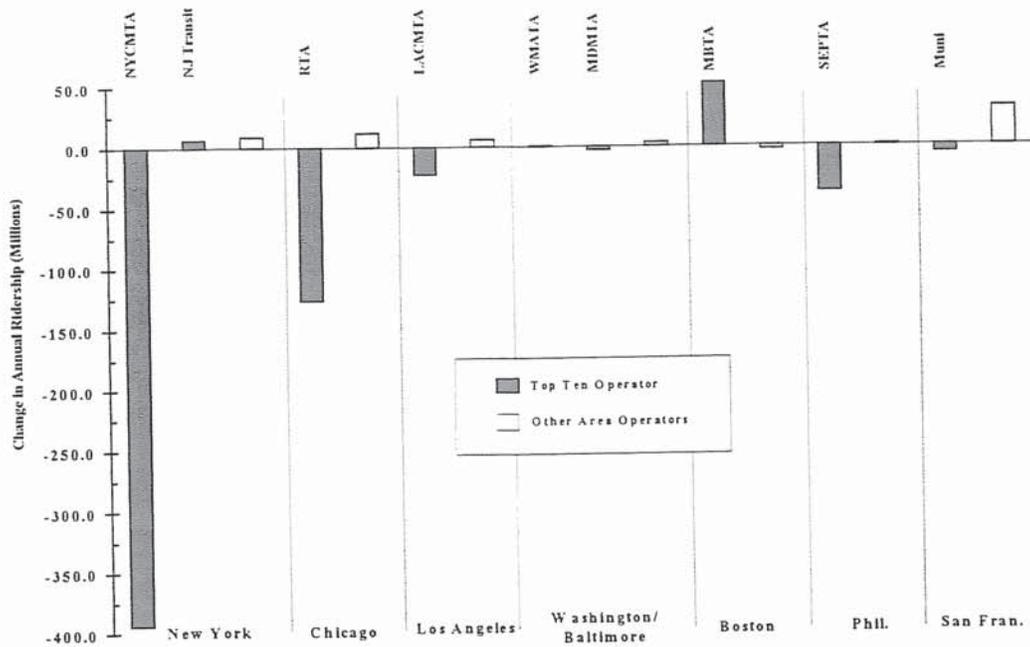
In contrast to the Top-Ten, however, a sample of other transit systems operating in the same metropolitan areas as the Top-Ten increased their ridership by nearly 7 percent during the five-year period (Table 2 and Figure 3). No operators other than MARTA served the Atlanta area in both 1989 and 1993 so no comparative statistics can be used. Nonetheless, only those operators serving the Boston metropolitan area lost a significant number of riders relative to the MBTA. In the aggregate, the gains by the regional peers were not large enough to absorb the losses sustained by the Top-Ten.

**Table 2: Ridership Trends for Other Operators in the Same Consolidated Metropolitan Statistical Areas (CMSAs) as the Top-Ten: 1989-1993.**

Consolidated Metropolitan Statistical Area	Number of Operators	1989 Total Ridership	1993 Total Ridership	Change 1989 - 1993	Percent Change
New York	31	381,490,472	390,119,857	8,629,385	2.3%
Chicago	14	96,742,686	108,573,477	11,830,791	12.2%
Los Angeles	20	117,807,903	123,715,855	5,907,952	5.0%
Washington, D.C./Baltimore	5	15,719,131	18,282,673	2,563,542	16.3%
Boston	10	20,809,144	17,820,547	-2,988,597	-14.4%
Philadelphia	5	15,968,905	16,196,366	227,461	1.4%
San Francisco	12	210,111,451	241,173,263	31,061,812	14.8%
Atlanta	0	n/a	n/a	n/a	n/a
<b>Totals</b>		858,649,692	915,882,038	57,232,346	6.7%

Source: U.S. Department of Transportation, 1990, 1994a.

**Figure 3: Changes in Ridership between Top-Ten Systems and Other Area Operators: 1989-1993.**



Furthermore, these declines on the Top-Ten are in contrast to population trends in these regions. Between 1990 and 1993 the Census Bureau estimates that every consolidated metropolitan statistical area served by the Top-Ten either maintained a stable population or added residents (Table 3). Atlanta, which experienced the largest growth in population during the five year period, lost over 5 percent of its transit riders.

**Table 3: Population Trends in Consolidated Metropolitan Statistical Areas Served by the Top-Ten Transit Systems: 1990-1993.**

Consolidated Metropolitan Statistical Area	Population 1990	Population July 1993	Change 1990-1993	Percent
New York	17,830,586	18,019,828	189,242	1.1%
Chicago	8,239,820	8,467,342	227,522	2.8%
Los Angeles	14,531,529	15,212,081	680,552	4.7%
Washington, D.C./Baltimore	6,726,395	6,978,398	252,003	3.7%
Boston	5,685,763	5,699,223	13,460	0.2%
Philadelphia/New Jersey	5,893,019	5,940,989	47,970	0.8%
San Francisco/San Jose	6,249,881	6,470,000	220,119	3.5%
Atlanta	2,959,500	3,228,739	269,239	9.1%

Source: U.S. Bureau of the Census 1996.

Why have the nation's most venerable transit systems operating in the most favorable markets lost so many riders in recent years? And why, in dramatic contrast, have the thousands of newer, smaller systems, nearly all of which operate in low-density, auto-oriented cities and towns, actually added riders over the past five years? While the factors affecting ridership on each transit system are unique in many respects, two factors appear principally responsible. First, a cost-revenue squeeze has forced service cutbacks on some Top-Ten systems. Second, service productivity has declined substantially for the remaining service on the nation's largest transit systems.

### **Cost-Revenue Squeeze**

The most obvious cause for the shift in ridership from the ten largest transit systems has been the shift in service between the few largest and many smaller systems. Collectively, the

Top-Ten have cut service by over 600,000 annual hours (Table 4) while nationwide vehicle revenue hours of service increased by 11.2 million hours (U.S. Department of Transportation, 1994b). These cuts were led by the nation's two largest systems, which cut over 2.7 million hours of service. In New York City, the undisputed transit capital of the United States, the NYCTA cut more than 1.9 million hours. Despite this overall service contraction, only four of the Top-Ten have reduced service. Of the six operators adding service, Boston, Washington, and New Jersey Transit have shown stable or increasing ridership over the last five years. The remaining three operators adding service -- Los Angeles, Atlanta, and Baltimore -- have experienced ridership losses between 1989 and 1993.

**Table 4: Service Hour Trends of the Top-Ten Transit Systems: 1989-1993.**

Transit System	1989 Total Service Hours	1993 Total Service Hours	Change 1989-1993	Percent Change
New York (NYCTA)	29,372,650	27,422,694	-1,949,956	-6.6%
Chicago (RTA)	9,568,502	8,711,094	-857,408	-9.0%
Los Angeles (LACMTA)	6,861,503	6,884,863	23,360	0.3%
Washington, D.C. (WMATA)	4,266,245	4,788,638	522,393	12.2%
Boston (MBTA)	3,544,462	4,538,107	993,645	28.0%
Philadelphia (SEPTA)	5,830,023	5,434,884	-395,139	-6.8%
San Francisco (Muni)	3,075,095	2,981,369	-93,726	-3.0%
New York (NJ Transit)	6,538,092	7,575,982	1,037,890	15.9%
Atlanta (MARTA)	2,616,069	2,685,519	69,450	2.7%
Baltimore (MD MTA)	2,170,136	2,216,144	46,008	2.1%
<b>Totals</b>	<b>73,842,777</b>	<b>73,239,294</b>	<b>-603,483</b>	<b>-0.8%</b>

Source: U.S. Department of Transportation, 1990, 1994a.

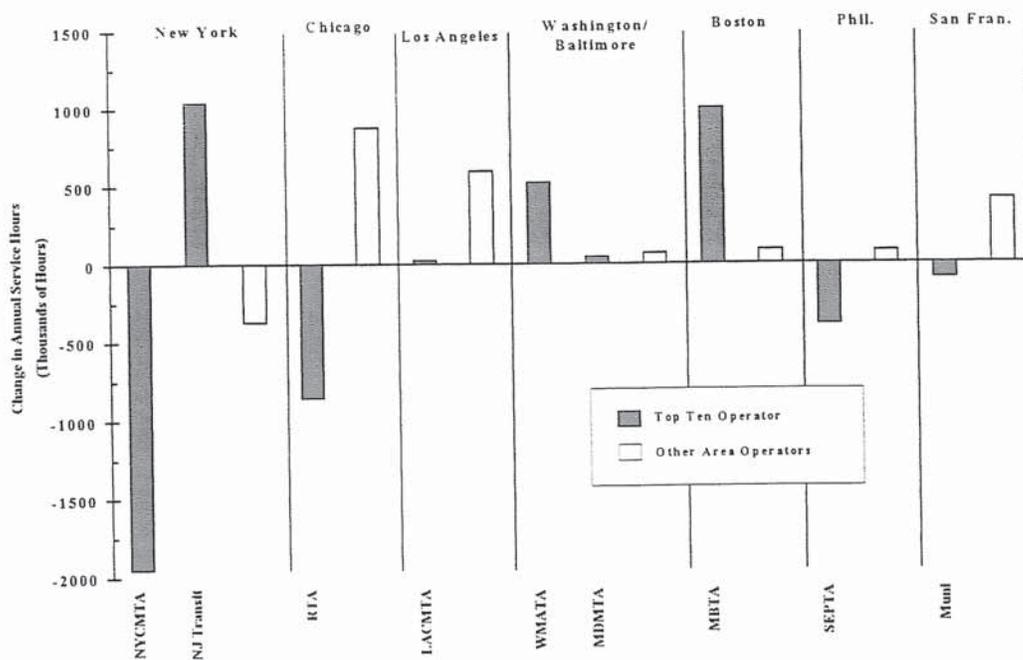
Countering the losses by the Top-Ten, other operators serving these same metropolitan areas added around 1.7 million hours of service which represents nearly 15 percent of the total hours added nationwide over the five year period (Table 5 ) (U.S. Department of Transportation, 1990, 1994a, 1994b). These changes are compared with the changes for the Top-Ten in Figure 4. Only those operators in the New York metropolitan area (excluding the NYCTA) reduced service with most of these losses occurring among operators serving Manhattan, Jamaica, and the Bronx. Sixty-seven percent of this loss was attributable solely to cuts in service on the Long Island Railroad (LIRR), a subsidiary of NYCTA (U.S. Department of Transportation, 1990, 1994a).

**Table 5: Service Hour Trends of Other Transit Systems Operating in the Same Consolidated Metropolitan Statistical Areas (CMSAs) as the Top-Ten: 1989-1993**

Consolidated Metropolitan Statistical Area	Number of Operators	1989 Total Service Hours	1993 Total Service Hours	Change 1989 - 1993	Percent Change
New York	31	8,504,080	8,129,674	-374,406	-4.4%
Chicago	14	2,029,683	2,903,753	874,070	43.1%
Los Angeles	20	3,870,355	4,464,569	594,214	15.4%
Washington, D.C./Baltimore	5	488,533	554,796	66,263	13.6%
Boston	10	1,031,293	1,117,194	85,901	8.3%
Philadelphia/New Jersey	5	356,180	435,938	79,758	22.4%
San Francisco	12	6,135,389	6,543,181	407,792	6.6%
Atlanta	0	n/a	n/a	n/a	n/a
<b>Totals</b>		22,415,513	24,149,105	1,733,592	7.7%

Source: U.S. Department of Transportation, 1990, 1994a.

**Figure 4: Changes in Service Hours between Top-Ten Systems and Other Area Operators: 1989-1993.**



The reasons behind the service cutbacks on the largest systems are fairly straightforward; revenues on the ten largest systems have lagged behind the rate of inflation over the past five years, while costs on these systems have increased faster than inflation (Table 6). The result is a cost-revenue squeeze that has forced periodic service cutbacks on most large systems.

The largest transit systems are much more expensive to operate than smaller systems. In 1993, the median cost per revenue service hour for the Top-Ten was \$96.59 while other operators serving the same metropolitan areas averaged only \$55.11 per service hour. This gap between the Top-Ten and companion operators increased between 1989 and 1993. Of the Top-Ten, only NYCTA reduced expenses over the five year period. The remaining nine systems had cost increases above the rate of inflation, while directly generated revenues from fares and other

services declined by half relative to inflation. Although the other operators serving these same metropolitan areas showed an absolute decline in revenues, they also held cost increases to just over 6 percent, well below inflation between 1989 and 1993.

**Table 6: Trends in Transit Operating Costs: 1989-1993.**

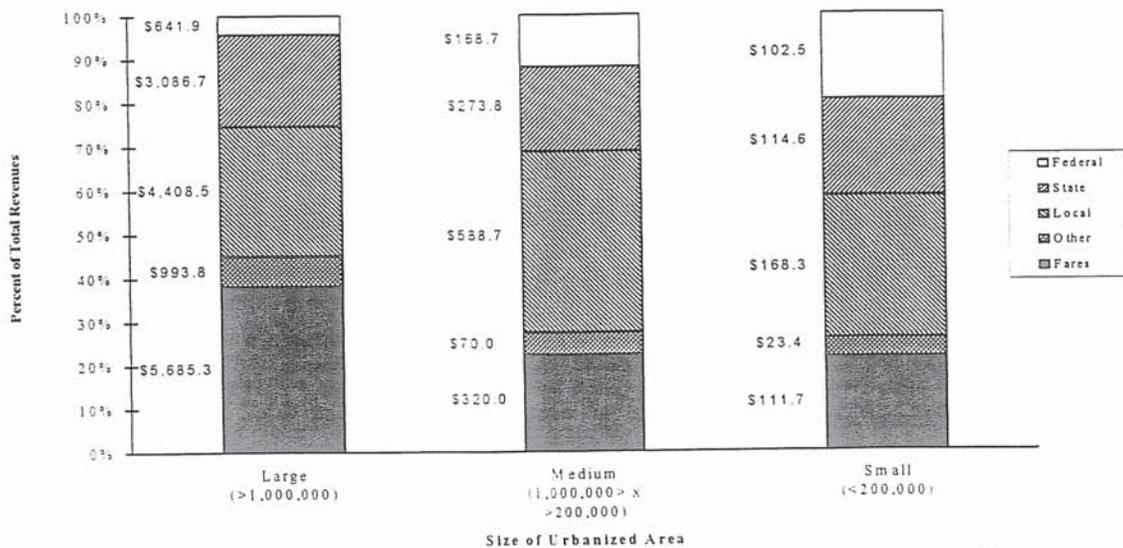
	New York MTA	Remaining Top Nine	Other Operators
Operating Expenses/Revenue Hour	-0.6%	17.2%	6.3%
Directly Generated Revenues/Revenue Hour	17.0%	8.9%	-2.4%
Consumer Price Index	16.5%	16.5%	16.5%

Source: U.S. Department of Transportation, 1989, 1990, 1991, 1994a.

The largest systems in the most heavily populated urban areas receive most of their operating revenues from fares while smaller systems rely more on local and other sources (Figure 5). Outside of the NYCTA, which increased fare revenues during this period, other large systems lost revenues from fares. The only operators of the Top-Ten to add service during this five-year period -- Los Angeles, Baltimore, and Atlanta -- have all made major shifts from fare revenues to local subsidies to support operating expenses. In Los Angeles, directly generated revenues as a percent of total revenues dropped by 25 percent over the five year period while Baltimore experienced an 18 percent drop. Only Atlanta's MARTA increased its fare revenues as a percentage of total revenues, but by just 2.7 percent (U.S. Department of Transportation, 1990, 1994a). In Los Angeles, a one-half cent increase in the local sales tax has been the principal

replacement source for lost operating revenues along with a slight increase in state funding, while Baltimore has turned to increased state financing. In both these cases, these revenues have been used to expand service via rail expansion projects. It is telling that the LACMTA's subsidy per revenue hour increased by over 50 percent in five years, while Baltimore's rose 83 percent (U.S. Department of Transportation, 1990, 1994a).

**Figure 5: 1993 Operating Funding: Total Expenditures in Millions of Dollars and as a Percent of Total Revenues.**



Source: United States Department of Transportation, 1994b.

As these operators have experienced declining revenues from passenger fares, many have turned to local and state revenues. Federal support for transit has been declining in real terms since 1980 and there is little hope for a reversal in this trend. Moreover, Figure 5 shows that this support is based on distribution formulas that favor smaller metropolitan areas which tend to have proportionally fewer transit users. Passengers in small urban areas are subsidized by federal

operating support at an average of \$0.44 per ride, over four times the per passenger operating subsidy of larger urban areas (U.S. Department of Transportation, 1994b).

State operating funding for transit has increased over the past five years to make up for losses in federal subsidies. However, as with federal subsidies, state funding is subject to policies and distribution formulas that may not favor the largest operators. For example, California's Transportation Development Act (TDA) follows a strict return-to-source funding allocation formula resulting in substantial subsidies for less heavily patronized suburban systems compared to larger urban systems operating in transit rich environments. As a result of these policies, some small suburban operators in California receive over five times the per passenger TDA subsidy of larger, more service productive central city operators (Taylor 1991).

### **Declining Service Productivity**

Cuts in service accounted for less than 10 percent of the ridership losses on the Top-Ten systems between 1989 and 1993. Far more important was the drop in service productivity on the largest systems. The decline in transit productivity is a nationwide phenomenon, having dropped over 14 percent between 1989 and 1993. These declines have occurred principally among the ten largest systems as shown in Table 7 (U.S. Department of Transportation, 1990, 1994a, 1994b). Of the Top-Ten only San Francisco's Muni has managed to maintain stable productivity during this time. This overall decline of 11 percent is twice the rate of all the remaining systems in the United States (U.S. Department of Transportation, 1994b). To put this productivity loss in perspective, the loss of 7 passengers per revenue vehicle hour by the Top-Ten systems in just five years is nearly a quarter of the 30 passengers carried per hour on the other transit systems

reporting operating data to the Federal Transit Administration in 1993 (U.S. Department of Transportation, 1994b).

**Table 7: Productivity Trends of the Ten Largest Transit Systems: 1989-1993.**

Transit System	1989 Boardings per Service Hour	1993 Boardings per Service Hour	Change 1989-1993	Percent Change
New York (NYCMTA)	74.6	65.6	-9.1	-12.1%
Chicago (RTA)	61.6	53.2	-8.5	-13.7%
Los Angeles (LACMTA)	60.0	56.6	-3.4	-5.7%
Washington, D.C. (WMATA)	82.7	73.8	-8.9	-10.8%
Boston (MBTA)	80.1	74.2	-5.8	-7.3%
Philadelphia (SEPTA)	63.1	60.7	-2.4	-3.8%
San Francisco (Muni)	76.8	77.3	0.4	0.6%
New York (NJ Transit)	34.1	30.3	-3.9	-11.3%
Atlanta (MARTA)	55.6	51.4	-4.2	-7.5%
Baltimore (MD MTA)	49.9	47.6	-2.3	-4.6%
<b>Totals</b>	66.5	59.7	-6.8	-10.2%

Source: U.S. Department of Transportation, 1989, 1990, 1991, 1994a.

The cost-revenue squeeze and substantial declines in service productivity have combined to decimate ridership on the nation's ten largest systems. These ridership losses, in turn, have swamped the modest increases in ridership and productivity on the other 5,000 plus systems in the United States. This loss of ridership is the first sustained, multi-year decline since the advent of federal operating support in the early 1970s, and represents a significant departure from nearly two decades of modest, sustained ridership growth.

Why have costs continued to rise on the nation's largest transit systems? And, more importantly, why has service productivity continued to decline in the nation's most transit-friendly cities? To examine these questions, the next sections examine one of the Top-Ten systems -- the San Francisco Municipal Railway -- in some detail.

## **THE CASE OF THE SAN FRANCISCO MUNICIPAL RAILWAY**

The nine-county San Francisco Bay Area is served by twenty-three transit operators which provide local and commuter service by motor bus, trolley bus, light rail, heavy rail and ferry vessels. The largest operator, in terms of fleet size, operating budget, and passengers carried is the San Francisco Municipal Railway (Muni). Muni operates exclusively within the boundaries of the City and County of San Francisco, and thus has more of an urban focus than any of the region's other operators.<sup>3</sup>

Muni operates four fixed-route modes: motor buses, trolley buses, light rail vehicles, and cable cars, with a total fleet of just over one thousand vehicles. All residential locations within San Francisco are within 1/4 mile of a Muni route during the daytime. Four rail extension projects are under construction; two will replace existing bus service and two will serve new developments south of the central business district.

In terms of service levels and ridership, Muni has fared better in recent years than several other Top-Ten transit systems, especially New York and Chicago. Muni has fared better, however, due largely to passage of a local transportation sales tax in the late 1980s and to

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<sup>3</sup> AC Transit, the other operator with a large segment of urban ridership, has a combined mission of serving local travelers in the cities of Oakland, Berkeley, and Richmond, and express bus commuters to San Francisco.

increasing support from the San Francisco general fund. Despite these increases, Muni has been plagued by high costs, deteriorating service quality, and declining ridership - problems plaguing nearly all Top-Ten transit systems during the 1990s.

### **Ridership Trends on Muni**

Because of its compact geography (49 square miles) and high population density, San Francisco is an ideal setting for an effective transit system. As such, Muni carries approximately half of the unlinked passenger trips on transit in the Bay Area, though San Francisco has only 12 percent of the region's residential population. A large number of the City's 723,000 residents, as well as a significant number of the 1.5 million people that commute to San Francisco for work, ride the Muni system every day. Muni has the highest per capita ridership of any major transit system in the country with 303.8 annual boardings per service area population during the 1993-94 fiscal year (Metropolitan Transportation Commission, 1995b).

Despite its significant share of the Bay Area transit market, ridership on Muni has been declining in recent years. Muni reported a total of 219 million passenger boardings in during the 1994 fiscal year, down 8.4 percent from the 239 million boardings reported during the 1991 fiscal year (San Francisco Municipal Railway, 1995; U.S. Department of Transportation, 1990). A number of factors appear to have contributed to the loss of riders. First, the number of vehicle service hours operated by Muni has declined. The light rail mode had the largest decline in service hours provided; Muni operated 11.5 percent fewer light rail hours in fiscal year 1994 than it did in fiscal year 1990.

More telling than the total hours operated has been the decline in service quality,

particularly service reliability. In April 1995 Muni was able to provide only 95% of its scheduled service, as measured by morning vehicle pull-outs. This very high pull-out failure rate was compounded by mechanical failures by vehicles providing revenue service. The current situation has deteriorated significantly since fiscal year 1992, when Muni missed 2.1% of its total scheduled service hours. Currently, service is missed for one of two reasons: either due to an insufficient number of available drivers and to a lack of operable vehicles. In the Light Rail Division, for example, the number of vehicles available for service has recently been as low as 75 out of a total fleet of 128 (Metropolitan Transportation Commission, 1995). And such unreliable service has clearly depressed ridership demand. Further, on-going administrative staff cutbacks -- many vacant planning and management positions have gone unfilled in recent years -- precludes Muni from systematically collecting or evaluating on-time performance data.

Muni's service reliability problems have been worsening for a number of reasons. First, there are not adequate revenues to support the level of service currently offered in published timetables. This fact has been acknowledged by the San Francisco Public Transportation Commission, Muni's direct governing board, whose adopted budget provides funding for only 95% of scheduled services. Muni has not revised its routes, schedules, and timetables, however, because of political pressure to maintain service levels; in the current political climate the *de facto* cuts are preferable to official cuts. To bring published service offerings in line with reality would require Muni to prepare an environmental impact report; to date, the San Francisco Public Transportation Commission has sought to avoid going through this cumbersome and politically charged exercise (Metropolitan Transportation Commission, 1995a).

The second factor hampering Muni's service reliability is the condition of its rolling stock.

Muni has received special dispensation from the Federal Transit Administration to replace its light rail fleet before it has reached the end of its scheduled useful life because of chronic mechanical problems and the unavailability of spare parts. Even with this special dispensation, however, Muni will not be able to fully replace its problem-plagued light rail fleet until at least 1999 (San Francisco Municipal Railway, 1995).

The performance of the trolley bus fleet, most of which is currently operating beyond the end of its scheduled replacement life, has deteriorated significantly in recent years; between fiscal year 1992 and fiscal year 1994 the number of miles between roadcalls for the trolley fleet dropped 69 percent. Muni has a total of \$32 million in approved grants for trolley coach replacement dating from fiscal year 1992, yet the shorthanded planning and administrative staff have yet to seek bids for replacement vehicles (Metropolitan Transportation Commission, 1995). The situation with the motor bus fleet is similarly dire. At one point in early 1995, 20 percent of Muni's entire diesel fleet was unavailable for service due to structural and mechanical flaws in the vehicles.

Finally, the introduction of new service on rail projects currently under construction has the potential to exacerbate the problems with service reliability. Some new operating funds will be available from a local transportation sales tax, but not enough to fully cover the incremental operating cost of the new service, meaning that existing service will probably be cut to finance rail service expansion.

## **The Funding Picture**

Much of the explanation for Muni's declining service levels, reliability, and ridership can be found in an evaluation of Muni's revenues. Muni's operating costs are among the highest in the nation, but revenues from both fares and subsidies are lagging well behind the rate of inflation during the 1990s despite the advent of a local transportation sales tax and generous contributions from the San Francisco general fund.

As with nearly all public transit systems, Muni has experienced a steady erosion of federal operating support in recent years. Between fiscal year 1990 and fiscal year 1994 Muni's federal Section 9 operating support dropped 26 percent in constant dollars, and now accounts for just 2 percent of overall revenues. While more stable than federal operating support, local, regional, and state subsidies to Muni declined as well; in real terms, these combined subsidies have shrunk by 4 percent since the 1990 fiscal year (U.S. Department of Transportation, 1991, 1992, 1993, 1994b).

While nearly all U.S. transit systems have received less federal operating support in recent years, Muni has experienced a proportionally greater decline in federal operating subsidies than has its sister systems in the San Francisco Bay Area, due primarily to the growth and expansion of eligible suburban transit operators. The overall federal Section 9 operating apportionment to San Francisco Bay Area transit systems has fallen by about 10 percent in real terms since 1990, compared to a near 25 percent drop for Muni.

Although public transit managers and policy boards are understandably anxious to preserve any and all funding for their services, federal operating assistance is no longer a significant part of Muni's operating budget, accounting for just over 2 percent of total revenue.

By comparison, California's Transportation Development Act (TDA) is the nation's

largest non-federal public transit subsidy program and provides Muni with nearly 10 percent of its operating revenue (and over 80 percent of total revenue for some suburban Bay Area operators). Far more important than either federal or state support for Muni is local support from the City and County of San Francisco. Local subsidies to Muni run in excess of \$100 million annually from general funds and parking fees and fines, and cover nearly half of all costs. This local subsidy of Muni is far greater, both in absolute terms and relatively, than for any of the other 22 Bay Area operators. Operating income, comprised mostly of fares, accounts for about one-third of Muni's operating revenue.<sup>4</sup>

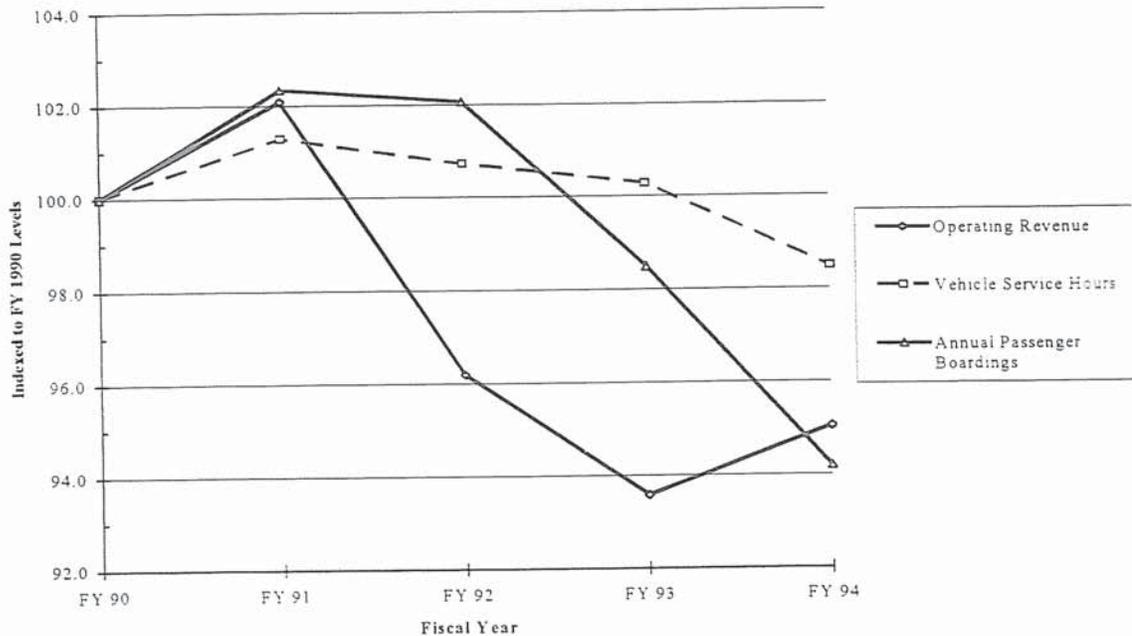
The predictable result of declining real revenues and stable, high costs has been deteriorating service levels and quality, which in turn have caused Muni's ridership to fall. Figure 6 indexes the trends of operating revenue, vehicle service hours, and patronage since the 1990 fiscal year; it shows that ridership has declined more rapidly than vehicle service hours over the past four years. This is due to declining service effectiveness: since fiscal year 1992, the average number of passengers per revenue vehicle hour on Muni has declined from 82 to 77, a 6 percent decline. This declining service productivity mirrors the overall trend among the top trend transit systems noted above. In the case of Muni, these productivity declines are most likely due to the significant deterioration of service quality and reliability outlined in the previous sub-section; at

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<sup>4</sup> Base fares have increased on Muni, but over the past five years these increases have not paced the inflation rate as measured by the Bay Area Consumer Price Index. It is interesting to note, however, that fare revenue (and average fare per boarding) on Muni has been increasing in real terms while ridership has been declining. Muni officials report a significant decline in monthly pass sales over the past two years, which has increased the net fare paid per boarding irrespective of the base fare. A number of transit systems around the U.S. have reported anecdotal evidence that low-income riders are purchasing fewer discounted monthly unlimited ride passes because of the high up-front costs of the passes and the risk associated with losing the pass or having it stolen.

least 1 in 20 service runs were missed during the 1994 fiscal year.

**Figure 6: Trends in Revenue, Service Hours, and Passenger Boardings on San Francisco Muni: 1990-1994.**



Source: Metropolitan Transportation Commission, 1995a.

Perhaps most sobering is that Muni's financial picture continues to worsen. While inflation-adjusted revenues fell 6 percent in the four years between fiscal year 1990 and fiscal year 1994, Table 8 shows that inflation-adjusted revenues are expected to decline by 8 percent in the two years between fiscal year 1994 and fiscal year 1996. This continued erosion of revenues will mean more service cutbacks, more missed runs, less reliable service, and, in all likelihood, an increasing erosion of patronage.

**Table 8: Operating Budget Trends for the San Francisco Municipal Railway.**

(Thousands of 1993 Dollars)	Actual 1993-94	Estimated 1994-95	Proposed 1995-96	Absolute Change 1994-96	Percent Change
INCOME	\$94,951	\$86,389	\$80,999	-\$13,952	-14.7%
Federal	\$6,649	\$5,497	\$4,712	-\$1,937	-29.1%
State/Regional	\$46,686	\$41,650	\$44,263	-\$2,423	-5.2%
Local	\$122,673	\$126,922	\$118,979	-\$3,694	-3.0%
SUBSIDIES	\$176,008	\$174,070	\$167,954	-\$8,054	-4.6%
TOTAL REVENUES	\$270,959	\$260,419	\$248,954	-\$22,005	-8.1%
TOTAL EXPENSES	\$270,959	\$260,419	\$248,954	-\$22,005	-8.1%

Note: All data are given in 1993 dollars assuming an annual inflation rate of 5% beyond 1994.  
 Source: Metropolitan Transportation Commission, 1995b.

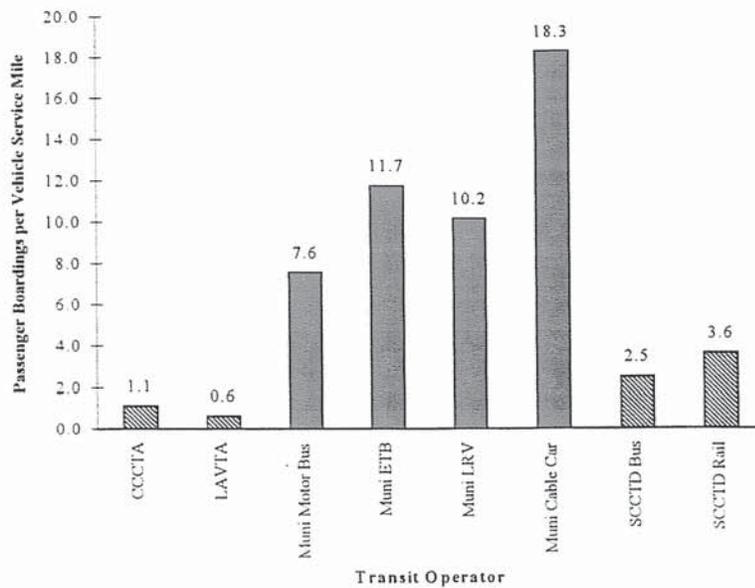
**Revenues, Vehicle Hours, and Ridership: The Experience of Other Bay Area Operators**

In contrast to the steady declines in service and patronage at Muni, several other Bay Area transit operators have fared far better in recent years. Many of these systems have expanded service and added passengers during the period that Muni has cut service and lost riders. And, like the aggregate analysis of the Top-Ten systems cited above, the ridership gains by the suburban Bay Area systems have failed to offset the ridership losses on Muni.

For the purposes of comparison, Muni is juxtaposed in this section with three other San Francisco Bay Area transit operators: the Santa Clara County Transit District ("County Transit") centered around the region's most populous city, San Jose; the Central Contra Costa Transit Authority ("The County Connection") serving the northeastern suburbs of Contra Costa County; and the Livermore Amador Valley Transit Authority ("Wheels") serving suburban Alameda County. These three comparison systems are similar to Muni in that they primarily offer local

service, with feeder service to rail transit stations; but they do so in much lower density, suburban settings. Not surprisingly, Muni service, regardless of mode, is far more effective than its suburban counterparts; Figure 7 shows that all four modes operated by Muni substantially outperform the bus and rail service on the suburban systems.

**Figure 7: Service Effectiveness on Muni and Comparison Suburban Systems**



Source: Metropolitan Transportation Commission, 1995a; U.S. Department of Transportation, 1991, 1992, 1993, 1994c.

While Muni's ridership has been declining since 1990, ridership levels of the comparison systems have either remained stable or have increased. Between fiscal year 1990 and fiscal year 1993, the total number of unlinked trips on Wheels increased 17%, from 694,000 to 811,000, on County Transit the increase was 14%, from 46 million to 52 million, while The County

Connection added 50,000 annual riders for a 1.2% increase. During this same period, Muni ridership declined 3.9% from 239 million to 230 million, and then dropped another 10 million in 1994 to 220 million (Metropolitan Transportation Commission, 1995a; U.S. Department of Transportation, 1991, 1992, 1993, 1994c).

The reasons for rising suburban transit ridership in the Bay Area with a concomitant decline in central city ridership is due largely to relative changes in revenues and service during the early 1990s. Table 9 compares the relative changes in operating revenues, vehicle service hours, and ridership for Muni and each of the comparison systems. Both Wheels and The County Connection increased operating budgets, expanded service, and added riders during the early 1990s. County Transit operates over 500 vehicles and is one of the largest suburban transit systems in the U.S. County Transit has managed to add riders in recent years despite an inflation-adjusted 18 percent decrease in operating revenues, due largely to cuts in low-productivity bus service (the system-wide farebox recovery rate was below 12 percent in fiscal year 1993) and a tripling of service hours on the comparatively well-patronized light rail service over the four year period.

**Table 9: Revenue, Service, and Ridership Trends on Comparable Bay Area Transit Systems.**

Transit System	Operating Revenue (1993\$)	Revenue Vehicle Hours	Annual Ridership
San Francisco Muni	-6.0%	-1.3%	-3.9%
The County Connection (CCCTA)	5.2%	17.8%	1.2%
Wheels (LAVTA)	24.3%	8.7%	16.9%
County Transit (SCCTD)	-17.9%	-1.0%	13.8%

Source: U.S. Department of Transportation, 1991, 1992, 1993, 1994c.

## CONCLUSION

While Muni's ridership losses have been small when compared those in New York or Chicago, they are accelerating. Muni's ridership in fiscal year 1994 was 10 million less than in the previous year, and data for the 1995 fiscal year indicate that there were further declines. If operating revenues continue to shrink in real terms, as is currently projected, Muni will experience accelerating ridership declines through the mid-1990s. Suburban transit systems will continue to lay claim to increasing shares of transit funding, and significant decreases in Muni operating costs are very unlikely. Muni's labor costs are far higher than its suburban counterparts but, despite declining service levels and quality, a significant restructuring of Muni's costs would be very difficult politically. The current labor contract, for example, sets driver wages at the average wages paid by the highest wage and second highest wage transit systems in the country, which insures that Muni will remain among the highest-cost U.S. systems.

While the operating environments, organizational structure, and funding picture for each of the Top-Ten systems is unique, the ridership losses at San Francisco Muni are representative of the overall declines among the nation's largest transit systems. And while this case study of Muni cannot be generalized to other operators, it does show how high and rising costs in concert with flat or declining revenues have combined to erode big city transit ridership in the early 1990s. These ridership declines result from a worsening cost-revenue squeeze and declining service productivity that, in the case of Muni, are likely related to seriously eroding service quality. The unfortunate result is that the nation's few transit-friendly cities, with population and employment densities sufficient to support significant shares of transit ridership, are in a serious state of decline; a decline that more than offsets ridership gains by many smaller, less service productive

transit systems around the country. And, short of substantial subsidy increases and/or substantial decreases in operating costs, the "Top-Ten Countdown" for large urban transit operators will likely continue into the foreseeable future.

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**Response to Comment No. 45-26**

Attachment 10 consisting of “An Examination of Recent Ridership Declines Among the Largest U.S. Public Transit Systems” is acknowledged and has been incorporated into the Final EIR for the record and for review and consideration by the decision-makers. Attachment 10 was also referenced in Comment No. 45-16. As such, please refer to Response to Comment No. 45-16 for additional information.

**Comment Letter No. 46**

General Dogon  
530 S. Main St.  
Los Angeles, CA 90013

**Comment No. 46-1**

Ya need 2 knock it off. LA don't need football. We need housing and health care. Not another O.J.

**Response to Comment No. 46-1**

This comment does not raise environmental issues pertaining to the Proposed Project. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 47**

Victor Dominguez  
Los Angeles, CA 90023

**Comment No. 47-1**

First Thank you Los Angeles for producing a thorough Draft Environmental Impact Report.

We should all be proud of this project as it gives our community hope and opportunities for the future.

It will also include a comprehensive community benefit such as:

Local hiring – opportunities for youth – Improvement to public transit – Neighborhood protection plan – Improvements to public transit and a comprehensive pedestrian friendly streetscape plans.

**Response to Comment No. 47-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 48**

Ann Ehrenclou  
3234 Deluna Dr.  
Rancho Palos Verdes, CA 90275  
aehrenclou@cox.net

**Comment No. 48-1**

Traffic in the downtown area is already over capacity. Building a stadium at the convention center site will make traffic even worse. AEG's proposed improvements will not solve the problem.

Build the stadium where there is not an intersection of several freeways and where parking could be accommodated.

**Response to Comment No. 48-1**

The Commenter's preference for an alternate location is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The project site is considered to be in an optimal location because of its proximity to so many freeways, allowing traffic to be distributed over numerous facilities. If it were located near only one freeway, then traffic impacts would likely be considerably greater, as traffic would be more concentrated onto fewer facilities. The Draft EIR also analyzes parking conditions (Section IV.B.2, Parking, of the Draft EIR) and concludes that there is more than adequate parking in the downtown area within a convenient walking distance of the Project site. Because of this, only an additional 1,112 net new parking spaces are proposed to be built at the Project site. Most alternate locations would require considerable more parking to be constructed.

**Comment Letter No. 49**

Elliott Fishlyn  
4279 San Rafael Ave.  
Los Angeles, CA 90042

**Comment No. 49-1**

The big players are threatening to pull the Rams from the St Louis Convention center, built about 15 yrs ago either by AEG or a close partner. The stadium is still not paid for by the city, but unless they come up with hundreds of millions more that the city cannot afford, they may lose the team.

Los Angeles already has AEG control Staples and Nokia centers. Thats enough. Farmers Field will create a "too big to fail" situation that the city can not afford.

The fine print was that St Louis needed to keep the stadium ranked in the top ten nationally or it could lose the team.

What will the fine print be in the Los Angeles contract? We may find out after they have torn down our convention center.

The article----- ( from fieldofschemes.com )

Rams seeking \$700m in upgrades to 17-year-old, \$280m dome

**St. Louis Rams** owner Stan Kroenke has finally revealed his secret wish list for upgrades to the Edward Jones Dome, and they're a doozy: Knocking down half the stadium and extending it outward to include larger concourses, two "party platforms," and a glass curtain wall; adding a sliding roof panel to let in air and sunlight on days when you want those things; and reconfigured seating to make the dome more attractive to non-football sports like basketball and soccer. The Rams didn't include an estimated price tag, but a construction company hired by the mayor's office did: a cool \$700 million, or nearly twice what the entire dome cost when it was built in 1995, even accounting for inflation.

That's quite an ask, especially when it comes as a counter to a far more modest \$124 million renovation plan offered by the St. Louis Convention and Visitors Commission, half of which would be paid for by the team. St. Louis Mayor Francis Slay's chief of staff, Jeff Rainford, told the St. Louis Post-Dispatch that the mayor will ask the CVC to reject Kroenke's plan by June 1.

All of this, really, is just posturing in advance of what everyone has known all along will be an inevitable arbitration hearing this summer to determine what's a fair public contribution to keep the stadium "top tier," as required in the Rams' incredible sweetheart lease. (ESPN.com reports that if the CVC accepts the arbitrator's decision, expected sometime in 2013, then the Rams would be bound by it.) Just as there's no way the Rams were ever going to accept a plan that came down to "how about we buy a new scoreboard and split the cost?", things like sliding roof panels are just begging to be bargained away first thing; it's not like one-quarter of current NFL stadiums — or, in fact, any — have mini-sunroofs.

When all is said and done, then, it's fair to guess that the final public cost of keeping Kroenke happy will be somewhere between \$60 million and \$700 million. That's a lot of middle ground, and I don't think anyone envies the arbitrator his job. But as the saying goes, at least now they can commence with haggling over the price.

#### **Response to Comment No. 49-1**

This comment does not raise any CEQA issues requiring response. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 50**

Elliott Fishlyn  
4279 San Rafael Ave.  
Los Angeles, CA 90042

**Comment No. 50-1**

Unfortunately, I do not have the resources to direct the following comments to specific plans proposed by the AEG group to mitigate issues related to traffic. ( Vol 5-transport-appendix 1.1 vol 5,6,7 )

I suggest using a “Blink” approach to the experts 10,000 page report. [author M. Gladwell]

What are we trying to do? Our goals are to grow our city’s downtown, make downtown a better place to live, and more attractive for conventions. Keep Los Angeles as a prime tourist destination and make the city overall more competitively business friendly with our neighboring cities and make Los Angeles overall a better place to live.

**Response to Comment No. 50-1**

This comment does not raise any environmental issues that are addressed under CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 50-2**

Ask these questions--

1) Are businesses going to be more likely to chose Los Angeles as a location for their company during Farmers Field construction and after it is finished? Businesses hate uncertainly. With the clear uncertainties surrounding the transportation issues that Farmers Field presents some will say,” No” to LA. Others that have been on the fence about moving will find this to be the deciding factor to move out. [ => lost tax revenue ]

**Response to Comment No. 50-2**

The Commenter questions whether businesses are more likely to choose Los Angeles as a location for their company after development of the Event Center and speculates that some businesses will move out of Los Angeles as a result of the Project. As this comment does not raise an environmental concern, no response is necessary. It

should be noted, however, that many large-scale events already occur at facilities in locations throughout the Los Angeles area and have not reduced business activities (e.g., Los Angeles Coliseum, Rose Bowl, STAPLES Center, Honda Center in Anaheim, Fontana Speedway, Santa Anita Park, etc.). In some cases, including STAPLES Center, they have increased business activity. Moreover, the AEG Special Event Center Market Impacts study, Appendix H of the Draft EIR, concludes that the Proposed Project would not result in a significant urban decay impacts. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 50-3**

Ask these questions--

1) Are businesses going to be more likely to chose Los Angeles as a location for their company during Farmers Field construction and after it is finished? Businesses hate uncertainly. With the clear uncertainties surrounding the transportation issues that Farmers Field presents some will say," No" to LA. Others that have been on the fence about moving will find this to be the deciding factor to move out. [ => lost tax revenue ]

City housing is at a premium and many LA employees need to commute in and out daily. This project will not make people's commute easier.

2) For historical reasons, our freeway system was built converging at downtown. These arteries still function but barely. The 4-level interchange is congested nearly 24/7. The Marriott/Ritz Carlton project on the east and the apartment projects on the west greatly inhibit our ability to ever increase throughput. Downtown is like a patient with coronary artery disease with about 95% occlusion already. Another 5% , and you have an MI. I fear that Farmers Field will give us that last 5%.

I commute from Mt Washington in NE Los Angeles to my dental practice in Santa Monica about 4 days/wk . The Pasadena Fwy backs up so early now that I have for the last 2 years resorted to taking city streets through Chinatown and entering the Fwy at Grand Ave. Others must be doing the same but there really is only so much that " collateral circulation" can manage. Just ask anyone driving home in the westside and having to cross Sawtelle or Sepulveda.

### **Response to Comment No. 50-3**

The majority of events at the Event Center will not affect typical commuter travel, as they will occur outside of commuter hours when freeway traffic is lower and less congested. Only a small number of events will occur on weekday evenings during commuter hours.

The Draft EIR addresses any impacts the Proposed Project will have on the freeway system at these times (pages IV.B.1-76 to IV.B.1-78 of Section IV.B.1, Transportation, of the Draft EIR). The existing circulation system at L.A. LIVE currently works effectively.

**Comment No. 50-4**

3) AEG group has not always been a friendly partner with the cities it has engaged. I believe that other cities have ended in litigation. The Farmer Field project requires the early dismantling of part of our LA convention center. We had better be certain that this project will really contribute to our long term benefit and that we can afford it before that is done.

Personally, I do not believe that there are that many convention venues that would choose Los Angeles as a destination just because they could see a football game.

**Response to Comment No. 50-4**

This comment does not raise any environmental issues that are addressed under CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 50-5**

PS (1000 additional parking spaces for 74,000 attendance = the emperor's new parking lot)

**Response to Comment No. 50-5**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. See also Response to Comment No. 48-1, regarding parking.

**Comment Letter No. 51**

Gwendolyn Flynn  
3731 Stocker St., Apt. 201  
Los Angeles, CA 90008

**Comment No. 51-1**

The public, we need more time to comment on such a dense document.

For those of us not immersed in this every day, it would be helpful to hold community meeting w/training on components of the EIR.

**Response to Comment No. 51-1**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. Relative to suggested workshop, a community workshop was held on April 9, 2012, at the Los Angeles Convention Center and included stations where the public could receive information regarding key analysis and conclusions of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 51-2**

Health impact should be central to EIR.

**Response to Comment No. 51-2**

Please refer to Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 51-3**

There must be an open, transparent process that allows meaningful public input.

**Response to Comment No. 51-3**

Public input for the Project has been and will be provided in accordance with CEQA and SB 292 requirements. Thus far, under CEQA the public has had the opportunity to provide input in response to the Notice of Preparation of the Draft EIR and on the Draft EIR itself. In addition, a public scoping meeting was held. Three additional public process

components were added by SB 292. The informational EIR workshop and a public meeting soliciting comments on the Draft EIR have been held. Further, the mediation process has taken place. Please refer to Topical Response 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 52**

Hank Fung, P.E.  
576 Lincoln Ave.  
Pomona, CA 91767

**Comment No. 52-1**

As part of the mitigations to this project, there needs to be a more ironclad guarantee of public transportation accessibility. The mitigations shall include not just allowing people to purchase public transportation tickets with game tickets, but also include this for all other events, such as conventions, at the new facility as well. The operators of the stadium should fund additional transportation services, similar to the Hollywood Bowl shuttles, from throughout the region.

**Response to Comment No. 52-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The measures identified in the Draft EIR to encourage transit use will apply to all events at the Event Center. With improvements to the Pico Station, more convention attendees will be able to use transit. It should also be pointed out that many Convention Center events already use contracted private shuttle buses to transport attendees from area hotels to the Convention Center. The operators of the Event Center will consider and evaluate additional transit service options as identified in the Draft EIR and Transportation Study, including Express Bus/Park and Ride service similar to that operated for the Hollywood Bowl, in developing the details of the Transportation Management Plan (TMP) to meet the requirements of SB 292. Refer also to Topical Response No. 1 regarding transit use and Topical Response No. 5 regarding SB 292.

**Comment No. 52-2**

In mitigations, there should also be a threshold for high-impact events on weekdays, which pose significantly more logistical challenges than weekend events. My greatest fear is gridlock on a Monday Night Football night attracting 100,000 fans (not just the ones with tickets, but those who choose to partake in the atmosphere surrounding the stadium), combined with a Dodger Stadium or LA Coliseum event (which is not subject to the restrictions on not having Staples Center events simultaneously with stadium events). A Monday Night Football game, combined with regular traffic leaving employment centers in the Westside and a Dodger Stadium game at the end of the season could cause traffic chaos. This is modeled in the traffic study in Appendix 1.1, Section 8, however it assumes that Dodger Stadium games start at 7:10 p.m. During the playoffs, it is unlikely a game

would start at 7:10 p.m. due to television constraints. For example, the World Series games generally start at 5:40 p.m. Pacific time. Playoff games also attract more people than usual to Dodger Stadium, and more people earlier. Section 8.7 of the traffic study should model this absolute worst case of a sold out Dodger Stadium in the playoffs/World Series and an event center game starting at the same time. One of the mitigations shall be that no weekday games should be scheduled at the event center on the same day as a playoff event at Dodger Stadium, since that has the “perfect storm” of 150,000 visitors to Downtown coming at once.

### **Response to Comment No. 52-2**

The Commenter’s opinion that that 28,000 non-ticketed fans would go to the Project Site for a weekday evening football game is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. However, it is not expected that this would occur because there is no evidence of this occurring at existing regular events in the Los Angeles area. The Draft EIR analyzed the most likely concurrent event scenarios with Dodger Stadium, rather than a “peak of the peak” condition that would rarely happen. World Series games at Dodger Stadium are not a common occurrence and would occur at the same time as a weekday evening Farmers Field football game only very infrequently. Similarly, baseball playoff games would occur at the same time as a weekday evening football game only very infrequently. Potential concurrent events will be addressed in the Transportation Management Plan. In addition, as a result of the discussions between the Event Center Applicant and the Dodgers, Mitigation Measure B.1-29a has been included in Subsection IV.B.1 of Section II, Corrections and Additions, of this Final EIR. This measure requires the Event Center Applicant to jointly develop operational measures with the Dodgers to address the occasions when concurrent events do occur regardless of time or day of the concurrent events.

Los Angeles is the second largest city in the country. Events often occur at different major facilities at the same time, as they do in other major cities, without restrictions. Over 350,000 people travel to and from downtown Los Angeles on a daily basis for work and business. The L.A. LIVE/Los Angeles Convention Center has successfully handled approximately 140,000 people at the site in a single day during the Auto Show with double-header events at STAPLES Center and The American Music Awards at Nokia Theatre L.A. LIVE. The Proposed Project Site is at the hub of the regional transportation system. There is no need to place restrictions on events at the Event Center with concurrent events at locations elsewhere in the city.

Refer also to Response to Comment Nos. 27-3, 27-10, 27-11, and 27-12.

**Comment No. 52-3**

In addition, the Sierra Club idea of the separate platform, with pedestrian traffic grade separated from train traffic during peak hours, must be reconsidered as the Blue and Expo Lines within the Flower Street corridor has the potential of operating a train on average every 75 seconds in both directions (150 seconds in each direction, or 5 minute maximum headway on Blue and 5 minute maximum headway on Expo). Otherwise there will be trains backed up within the Regional Connector and on Flower Street. The impacts of pedestrian traffic causing downline delays on Metro Rail will need to be modeled. Also, there will need to be traffic control and/or an “early action team” at all points on the jointly shared line from Metro Center to Washington Boulevard, since a collision on the rails should cause catastrophic impacts on service.

**Response to Comment No. 52-3**

The train headways and frequencies described in the comment would occur during weekday peak periods only, when there would be few events. During the majority of events, the train frequencies would be lower, even with the additional service provided for events. Pedestrian grade separation was evaluated in the Draft EIR (pages IV.B.1-144 to IV.B.1-145, of Section IV.B.1, Transportation, of the Draft EIR) and found to be not an effective solution and infeasible. Pedestrian-train-vehicle conflicts will be minimized with the design of the additional station platform at the Pico Station (which will significantly reduce the number of pedestrians having to cross the tracks), with the planned temporary street closures after events, and with the deployment of Metro staff to direct and control pedestrians in the vicinity of the tracks. Pedestrian, vehicle, and train control procedures will be further detailed in the TMP. As described in the Draft EIR (page IV.B.1-145 of Section IV.B.1, Transportation, of the Draft EIR) light-rail transit operates successfully at other locations adjacent to stadiums in the U.S.

**Comment No. 52-4**

In addition, the Metro Silver Line will be extremely impacted. Street closures in Downtown, as well as construction impacts during construction, will heavily impact this colored line in the system, which has domino effects on transit service in the suburbs as existing Metro Bus lines to San Pedro and Pomona are timed to connect with the Silver Line. Currently it operates in the late evening with two buses, because of its 52 minute running time and hourly headway; however the operators will need to fund additional buses not just for events, but also to account for delays caused during construction at night and detours, which may require one or two additional buses in the evening in order for all connections to be met at each end.

**Response to Comment No. 52-4**

The Silver Line, along with other bus routes that use Figueroa and Flower Streets, will be temporarily redirected two blocks east to Hope Street during temporary street closures for events. Metro has endorsed this concept. A Construction Traffic Control and Management Plan will be developed for approval by LADOT that will address any temporary bus rerouting or bus stop relocation during construction; however, no street closures or delays to buses are anticipated for Figueroa Street or Flower Street due to construction. The additional service level needs for transit buses and the Silver Line due to events at Farmers Field are addressed in Section IV.B.1, Transportation, of the Draft EIR (see pages IV.B.1-59 to IV.B.1-60, IV.B.1-66 to IV.B.1-67, and IV.B.1-74 to IV.B.1-76).

**Comment No. 52-5**

In sum, although it is not within the purview of this EIR, it should be considered for the record that the Grand Crossing (Industry) stadium proposal presents less traffic impacts to the transportation system, less transit impacts, and more net economic benefit to the Southern California region as a whole, as opposed to just the City of Los Angeles. I therefore support any comments made to this EIR by the San Gabriel Valley Council of Governments, San Gabriel Valley Economic Partnership, and other regional bodies based in the San Gabriel Valley. I also endorse all comments by those commentors who have requested additional time to make their comments.

**Response to Comment No. 52-5**

The comment does not raise any environmental issues pertaining to the CEQA process. Therefore no response is required. It should be noted, however, that the EIR considered the City of Industry site as a possible alternative site but rejected it as infeasible. Among other reasons, the City of Industry site would not achieve the Project objectives related to locating the Proposed Project at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors a viable alternative to the automobile. Thus, the site would not encourage use of public transit to the same extent as the Proposed Project and would require an extensive amount of parking lots, which would further encourage use of the private automobile. Refer to pages V-20 to V-21 of the Draft EIR. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 52-6**

Please add me to the project mailing list.

**Response to Comment No. 52-6**

As requested by this comment, the Commenter will be placed on the City's mailing list for the Proposed Project.

**Comment Letter No. 53**

Tiffany Gatto  
548 S. Spring St., PH12  
Los Angeles, CA 90013  
tiffany@ultimatelifeliving.com

**Comment No. 53-1**

As a resident of Downtown Los Angeles, AEG has my 100% support. Not only will the growth help to stimulate the economy, it will continue to cultivate the community. Downtown Los Angeles needs leaders like AEG that are able to evoke change, will taking seriously the responsibilities of such. They have been open and available to address any issues and I believe have been doing a stellar job in moving the project forward. Los Angeles needs more companies like AEG! GO TEAM!

**Response to Comment No. 53-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 54**

Eric Geller  
ericgellersports@gmail.com

**Comment No. 54-1**

Spoke with the TRANSPORTATION STATION FOLKS. Plenty of people are concerned with “tail-gating’ prior and after ballgames. I suggested and asked if there was any consideration to parking at the Coliseum for tail-gaters and having shuttles going to and from the stadium on gamedays to accommodate them.

So, that would be my suggestion. Parking at the Coliseum on gamedays for the tailgating lovers and shuttles to and from the stadium.

**Response to Comment No. 54-1**

As discussed in Response to Comment No. 9-18, the Applicant will not permit tailgating within the Project’s parking lots. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Tailgating at the Coliseum would require authorization and operation by the Coliseum and would not be under the control of the Project Applicant. It was not analyzed in the Draft EIR. If it were to occur, then patrons could use the Expo Line to/from the Event Center, and special shuttles probably would not be necessary.

**Comment Letter No. 55**

Timothy Germann  
15001 Mission Hills Rd.  
Mission Hills, CA 91345-1102  
res15vu6j@verizon.net

**Comment No. 55-1**

I think that Mr. Leiweke is fighting the Environment in downtown Los Angeles. He is spending too much time and money trying to cram a football stadium into downtown. He could very easily turn his attention to a very available 26 acre site in the San Fernando Valley which is located in the center of three freeways. {aerial photo attached}. This property is owned by The Sam Menlo Family Trust and Arrowtail LLC(Gene Paleno 818-360-5453). This would solve all his traffic and transportation problems. To build the stadium on this property would be very Environmentally Friendly and would be welcomed by the L.A. City Council. If you would like to see this location I will be available to show it to you!

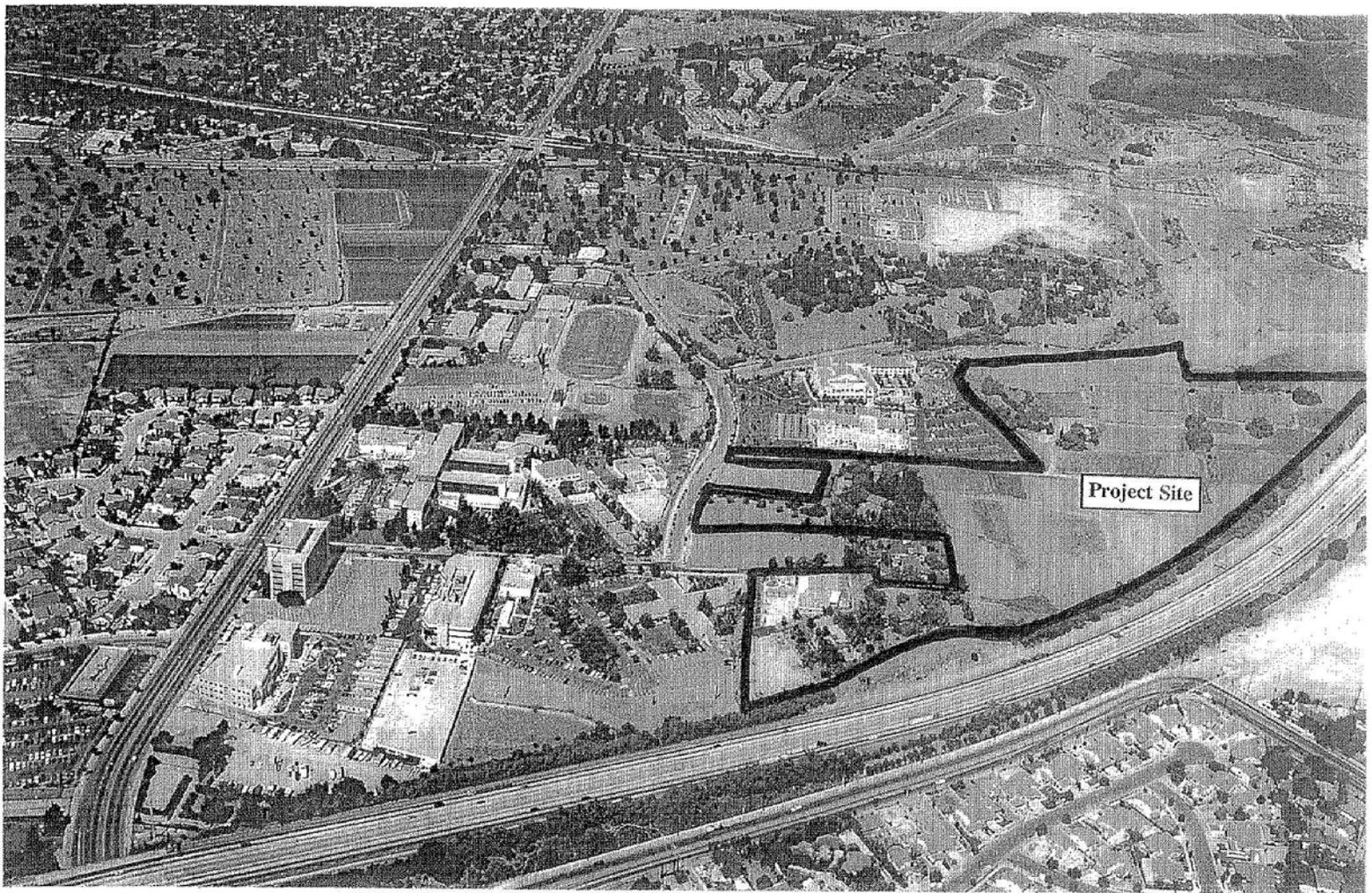


Figure II.A-4  
Aerial Photo of the Project Area  
(View Looking West)

Source: Health Structures, 1998

Christopher A. Joseph & Associates  
environmental planning and research

**Response to Comment No. 55-1**

The Sam Menlow Property does not meet several of the Project's Objectives, including modernizing and enhancing the marketability of the Los Angeles Convention Center or complementing and promoting the convention and entertainment uses adjacent to the Project site. Further, the Sam Menlow property does not promote General Plan goals, objectives, and policies related to the ongoing revitalization of the area nearby the Convention Center and downtown Los Angeles, is not compatible with existing Convention Center facilities, and does not take maximum advantage of existing and planned transit and utility infrastructure, nor does it efficiently utilize existing parking resources to conserve resources, reduce environmental impacts, and improve access. Moreover, the Sam Menlow Property would not promote economic development and job creation in the Project area through increased private investment, event activity, and tourism. In addition, the Event Center Applicant does not own or control this site. Thus, the Sam Menlow Property is concluded to be an infeasible alternative location for the proposed Event Center. Other potential alternative sites are identified and analyzed in Section V, Alternatives, of the Draft EIR.

**Comment Letter No. 56**

Ted Gibson  
1037½ W. 67th St.  
Los Angeles, CA 90044

**Comment No. 56-1**

The project should include a very important facility to the area in general. That facility should be “Public Restrooms” The culprit that will make any area undesirable in time is the overlooking of adequate public facilities.

**Response to Comment No. 56-1**

This comment does not raise any environmental issues that are addressed under CEQA. Nonetheless, adequate restroom facilities would be provided within the Convention and Event Center and within Gilbert Lindsay Plaza when used for events as required by Code or as otherwise as needed.

**Comment Letter No. 57**

Aron Gonzalez  
Bring Back the L.A. Rams  
2704 Van Buren Pl.  
Los Angeles, CA 90007

**Comment No. 57-1**

Thank you for everything you have done for the city of L.A. The only team that makes the most sense are the Rams. Please bring them back. Thank you.

**Response to Comment No. 57-1**

This comment does not raise any environmental issues regarding the Proposed Project, the EIR, or the CEQA process. No further response is required.

**Comment Letter No. 58**

Filiberto Gonzalez  
Chatsworth, CA  
fxg@soc-impact.com

**Comment No. 58-1**

As a city resident and voter, I am writing to express my support for the proposed Farmers Field project and desire to ensure that environmental impact report is carefully reviewed in your capacity.

**Response to Comment No. 58-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 58-2**

I want to make sure that any such project provides for as much public transportation methods as possible, and takes into account the impact on local residents in Pico Union.

**Response to Comment No. 58-2**

The transportation strategy identified in the Draft EIR is to encourage the use of transit and to reduce automobile trips, including funding major improvements to the Pico Station (refer to pages I-32 to I-53, of Section I, Summary, of the Draft EIR). Potential impacts in the Pico-Union Area are addressed at pages IV.B.1-130 to IV.B.1-140, Section IV.B.1, Transportation, of the Draft EIR. Mitigation Measure B.1-9 requires the development and implementation of a Pico-Union Neighborhood Traffic and Parking Management Plan to minimize potential impacts to local residential streets in the Pico-Union area.

**Comment No. 58-3**

Based on my discussions with AEG representative Martha Salcedo, I am confident AEG is doing its due diligence in outreach to local residence to ensure their concerns are taken into account in this process.

**Response to Comment No. 58-3**

The Event Center Applicant's outreach efforts are not a CEQA issue, and no response is required.

**Comment Letter No. 59**

Michael A. Griffin, Jr.  
Bring Back the Los Angeles Rams  
11911 Samuel Dr.  
Garden Grove, CA 92840

**Comment No. 59-1**

I support the Jobs, Farmers Field, and ALL of the Hotels to go up around Downtown. This is wonderful for the community young & old.

**Response to Comment No. 59-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 59-2**

BRING BACK The LOS Angeles RAMS.

**Response to Comment No. 59-2**

This comment does not raise any environmental issues addressed under CEQA. No further response is required.

**Comment Letter No. 60**

Guero  
4th & Town  
Occupy Skid Row

**Comment No. 60-1**

Concerns include the relocation/price of living increase, health environment of children, public transportation, and the lack of time to decipher 10,000 pages in forty-five days. We need more answers not more questions.

**Response to Comment No. 60-1**

Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project. Also refer to Section IV.F.1, Air Quality, of the Draft EIR regarding the health effects of the Proposed Project and to Section IV.B.1, Transportation, of the Draft EIR regarding public transportation. In addition, refer to Topical Response No. 3, Public Review of the Draft EIR.

**Comment Letter No. 61**

Tyrone Harris  
6210 Flores Ave.  
Los Angeles, CA 90056

**Comment No. 61-1**

Long Time Rams Fan (1975) Only Team We Want Is The Los Angeles Rams...

**Response to Comment No. 61-1**

This comment does not raise any environmental issues addressed under CEQA. No further response is required.

**Comment Letter No. 62**

Yvette Henry  
Los Angeles, CA 90015

**Comment No. 62-1**

1. Provide partnership etc for “distance” parking accessible with shuttle or by blue or purple line. This will minimize existing parking and traffic in neighborhood and freeway.

**Response to Comment No. 62-1**

The measures suggested in the comment are discussed in pages I-54 to I-55 under Parking in Section I, Summary, and in Mitigation Measure B.2-7 on page I-58 of Section I, Summary of the Draft EIR.

**Comment No. 62-2**

2. Provide taxi loading zones that on not on the public street or take away street parking.

**Response to Comment No. 62-2**

Taxi zones will be identified in the Transportation Management Plan (TMP) in conjunction with LADOT (see page I-51 of Section I, Summary, of the Draft EIR).

**Comment No. 62-3**

3. Provide additional and or increase the level of lighting at night in the area not just the block of the arena.

**Response to Comment No. 62-3**

As discussed in Section IV.J.1, Public Services—Police Protection, and Section IV.C, Aesthetics/Visual Resources, of the Draft EIR, adequate safety lighting would be provided on-site for the Proposed Project. Public street lights are required to meet minimum City of Los Angeles, Street Lighting Illumination Standards. (Ref. American National Standard Practice for Roadway Lighting—ANSI/IESNA RP-8, 2000) that are designed to ensure adequate safety and security. Lighting on private property outside the Project Site is not within the scope of the environmental analysis for the Proposed Project.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 63**

Tony Hernandez  
81585 Shadow Ave.  
Indio, CA 92201

**Comment No. 63-1**

I just want to express my opinion on Farmers Field and which team should play there. To me and my Southern Californians there is only one team that fits here in Los Angeles. THE RAMS! We have generations of fans and families that grew up with family traditions of watching our LA RAMS play. I would love to be able to continue this with my children.

Please Bring Back the RAMS!

**Response to Comment No. 63-1**

This comment does not raise any environmental issues addressed under CEQA. No further response is required.

**Comment Letter No. 64**

Col. Dwayne L. Hollis  
206 W. 6th St., Apt. 356  
Los Angeles, CA 90014-1854

**Comment No. 64-1**

I feel a foot stadium o.k. long as it is not pay with tax money and it bring to the community and downtown area.

**Response to Comment No. 64-1**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The bonded indebtedness proposed in connection with the Project would be nonrecourse to the City and therefore would not represent a financial obligation to the City's general fund.

**Comment Letter No. 65**

Theodora Howell  
23718 Community St.  
West Hills, CA 91304-3003

**Comment No. 65-1**

Ethics Commission meeting. AEG has the headline for the Daily News this morning. They still want to put (at our expense for their profit) a football stadium downtown, rebuild the 101 fwy to accomodate even more traffic and of course want us to build the new stadium.

Problem: Nobody wants to go to a football game downtown. And no football team wants to play in downtown LA. Remember the Rangers and the Rams. Not here anymore. They like where they are. TH

**Response to Comment No. 65-1**

Construction of the Event Center and new parking structures would be funded by private funding sources. In addition, construction of the New Hall would be financed at no risk to the City's General Fund.

Please refer to Section IV.B.1, Transportation, of the Draft EIR for a detailed analysis of the traffic impacts associated with the Proposed Project, as well as improvements that would be implemented as part of the Proposed Project. The comment regarding the location of a football stadium in Downtown Los Angeles is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 66**

Michael P. Meyer  
Principal  
Iteris, Inc.  
801 S. Grand Avenue, Ste. 530  
Los Angeles, CA 90017-4633  
mpm@iteris.com

**Comment No. 66-1**

I have worked in Downtown Los Angeles for over 25 years and can attest to the many positive changes that have occurred in Downtown during that time period. It has been transformed into a 24-hour active city with thousands of new residents and numerous entertainment venues, including LA Live and Staples Center. Transit accessibility to Downtown has also expanded tremendously. I am a daily commuter on the Metro Red Line from Hollywood and know how easy it is to walk to the Staples Center area from Metro Center. I think Farmer's Field will be a great addition to Downtown and will help revitalize the Los Angeles Convention Center.

**Response to Comment No. 66-1**

This comment describing the positive changes that have occurred in Downtown Los Angeles and indicating support for the Proposed Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 66-2**

As a transportation planner, I read with interest the transportation impact analysis for the proposed Farmer's Field. I strongly support the approach to the analysis which was summarized as, "The overall transportation strategy for the Proposed Project is summarized below and would be comprehensive and focus on the following: (1) encouraging the maximum use of transit and other non-auto modes, and minimizing auto use; (2) the efficient use of existing parking resources in the downtown area, and distributing traffic over many access/egress routes; and (3) the effective use of traffic management to maximize the capacity of existing transportation facilities during events."

Most of the events at Farmer's Field will be off-peak and will have limited impact on traffic conditions Downtown. The many alternate routes available and the dispersed nature of the parking facilities have been proven to reduce the impacts of Staples Center events. The same will be true of Farmer's Field traffic.

**Response to Comment No. 66-2**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 66-3**

The expanding regional transit system will make Farmer's Field accessible with a one-seat ride from all directions; Long Beach, Pasadena/San Gabriel Valley, San Fernando Valley, Santa Monica, Westwood, and East LA when the subway is extended to the West and the Downtown Regional Connector is complete. The 20% transit mode split on weekdays and 15% on weekends are probably conservative. I have taken BART to games at Memorial Stadium in Berkeley and the Oakland Coliseum many times and know that convenient transit service will be used by football fans.

**Response to Comment No. 66-3**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 66-4**

The analysis of 177 intersections seems like overkill to me. Having worked on the New Downtown Los Angeles Street Standards and the EIR for that project, our analysis showed that the existing street system will be able to handle growth Downtown through 2030, given the changes in land uses and increased transit, walk and bike mode splits. The new street standards encourage widening of sidewalks rather than widening intersections, and the approach to traffic studies in EIRs should follow suit.

**Response to Comment No. 66-4**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 66-5**

The idea of including a transit ticket as part of event tickets makes a lot of sense and is an example of creative mitigation of potential traffic impacts. Additional dynamic message signs to provide real time information to drivers would also help reduce congestion. Similarly, real time information with regard to where parking is available can assist Farmer's Field patrons in taking the shortest path to the available spaces. Isteris has

implemented a system providing real time traffic and route information to drivers via cell phones in the El Segundo area for Los Angeles County.

Thank you for the opportunity to comment on this important project for the City of Los Angeles.

**Response to Comment No. 66-5**

The TMP anticipates the use of dynamic message signs and changeable message signs on streets and freeways (refer to pages I-31 to I-33, I-39, and I-50 to I-52, in Section I, Summary, of the Draft EIR). The Applicant will also work with LADOT's ExpressPark System to make real time information on parking available to event patrons. The TMP will include provisions for the pre-sale and bundling of parking passes with event tickets, along with suggested routes to/from parking that would be available via various electronic media.

**Comment Letter No. 67**

Tyler Izen  
Los Angeles Police Protective League  
1308 W. Eighth St., Ste. 400  
Los Angeles, CA 90017

**Comment No. 67-1**

We appreciate the thorough draft environmental report. The analysis of 180 intersections and 45 freeway ramps will ensure that the best transportation management plan is developed to support movement of fans, convention center attendees, visitors, residents and employees in the downtown region

New revenue generated for the city will further support important public services

The continued economic revitalization of the area is important to us.

We support the development of Farmers Field as a catalyst for economic revitalization.

**Response to Comment No. 67-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 68**

Benjamin M. Reznik  
Neill B. Brower  
Jeffer Mangels Butler & Mitchell LLP  
1900 Avenue of the Stars, Fl. 7  
Los Angeles, CA 90067

**Comment No. 68-1**

Our office represents the ANSA Productions, Inc., d.b.a the L.A. Auto Show, producers of the annual event of the same name. The L.A. Auto Show event (the “Auto Show”) is the largest event hosted by the Los Angeles Convention Center, and is held annually. Among other issues, traffic and parking in the vicinity of the Convention Center directly affect the ability of visitors to attend the Auto Show. Therefore, traffic conditions, parking shortages, or unacceptable parking arrangements, among other things, that would reduce attendance would directly and adversely affect the Auto Show.

**Response to Comment No. 68-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Draft EIR analyzed a concurrent Auto Show event scenario (refer to pages IV.B.1-123 to IV.B.1-130, of Section IV.B.1, Transportation, of the Draft EIR). The Transportation Management Plan (TMP) will address concurrent Farmers Field and Auto Show events.

**Comment No. 68-2**

Our client seeks sufficient time to review the voluminous Draft EIR and fully and properly inform itself of the effects of the above-referenced project (the “Project”). Accordingly, we request that the City of Los Angeles ***extend the current public review period for the Draft EIR by 45 days (to Thursday, July 5, 2012).***

**1. The Size of the Draft EIR is Unprecedented and Demands the Additional Time.**

The 45-day public comment period is the ***minimum*** provided by the California Environmental Quality Act (“CEQA”) and simply does not contemplate such a voluminous document (see CEQA Guidelines (“Guidelines”) § 15105). Rather, the public review provisions assumed a Draft EIR that would normally not exceed 150 pages or, for projects of unusual scope or complexity, 300 pages (CEQA Guidelines § 15141).

The Draft EIR in this case represents a truly unique, rather than merely unusual, case. In contrast to the nominal size limits provided by the Guidelines, the size of the Draft EIR for the Project is unprecedented. As proudly stated on the Farmers Field web page, ***the Draft EIR encompasses approximately 10,000 pages*** of analysis and supporting documentation. The “unusual circumstances” referenced in Guidelines section 15105 are met merely by virtue of the size of the Draft EIR, which is over 30 times the size of the largest EIRs specifically contemplated by the Guidelines. The City cannot simultaneously claim that a project of this magnitude is unusual enough to warrant that level of analysis, but is not so unusual as to require more than 45 days for meaningful public and agency review and comment.

Similarly, to the extent that Guidelines section 15105 provides that public review should not, absent “unusual circumstances,” extend beyond 60 days, that assumption was also predicated upon Draft EIRs ranging from less than 150 to about 300 pages. Again, the size of the Draft EIR for the Project renders it unique, rather than merely unusual.

### **Response to Comment No. 68-2**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

### **Comment No. 68-3**

#### **2. The Provisions of Senate Bill 292 Render the Project Unique, Thereby Requiring Additional Time for Public Review.**

In addition to the size of the Draft EIR, Senate Bill 292 (“SB292”)—the unique legislation specifically enacted to accelerate portions of the CEQA process for the Project—alone renders the Project and the Draft EIR unique. Among other things, Senate Bill 292 provides a highly accelerated process for judicial review of the legal adequacy of the Final EIR (See Pub. Res. Code §§ 21168.6.5(c)(1)(A), (d)). These provisions include accelerated filing and briefing schedules (subdivs. (d)(2)-(4)).

However, the expedited review process provided under SB292 applies only to the period after public review: ***SB292 does not provide—and should not be implemented in a way that provides—a reduced public comment period.*** The City’s current schedule for Draft EIR leaves less time for the public and decisionmakers to gain an understanding of the Draft EIR than would ordinarily be available for any other Draft EIR. SB292 requires a public hearing on the Draft EIR within ten days ***before*** the close of the public comment

period (*Id.*, § 21168.6.5(f)(2)). To provide informed comments at such a hearing, members of the public and other agency officials must already have read and understood the Draft EIR by, in this case, a mere 40 days from the public release of the 10,000 page document.

Finally, SB292 specifically provides that, absent certain special circumstances, the City need not consider or respond to any public comments submitted after the end of the public comment period. *Id.*, § 21168.6.5(e)(4). Generally, agencies can and do consider comments submitted after the close of the public comment period. However, SB292 forecloses that possibility.

### **Response to Comment No. 68-3**

As discussed in Response to Comment No. 68-2, the City has not extended the public comment period for the Draft EIR. The balance of the comment does not raise an environmental concern regarding the Draft EIR or the Proposed Project; therefore, no response is required. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Refer also to Topical Response No. 5 regarding SB 292.

### **Comment No. 68-4**

#### **3. Conclusion: Extending the Public Comment Period is Sound Public Policy.**

Where, as here, the CEQA process has been tailored to expedite consideration and approval of a particular project, ensuring adequate time for the public to review, understand, and comment on the Draft EIR is crucial. Embedded within the assumptions of SB292 is that the City would provide adequate time. ***Nothing in SB292 purports to limit the time period for review of the Draft EIR beyond the modest guidance already provided in CEQA and the Guidelines.*** Nor, given the amount of information contained within that document, should such a limitation exist. As stated above, the Project, the Draft EIR, and the circumstances surrounding them both (SB292) are individually and collectively unique and clearly meet the test of “unusual circumstances” in the Guidelines, meriting additional time for public review beyond 45 or even 60 days. Consequently, the City should provide the public and agencies an additional 45 days to review, understand, and comment on the 10,000-page Draft EIR. City is fully capable of scheduling another hearing within ten days before the close of the extended comment period.

We look forward to the provision of sufficient time to review and comment on the Draft EIR. Please contact our office with any questions or concerns.

**Response to Comment No. 68-4**

The Commenter is referred to Response to Comment Nos. 68-2 and 68-3 and Topical Response 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 69**

N. Johns  
n8n8n8n8@hotmail.com

**Comment No. 69-1**

If there must be a new NFL stadium, send it out to Sunland or Commerce, somewhere it will be OUT of the WAY! Traffic in LA is ALREADY HORRENDOUS!!! Why should we spend our tax dollars to MAKE IT WORSE!?

**Response to Comment No. 69-1**

The comment does not raise any environmental issues pertaining to the CEQA process. Therefore no response is required. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 70**

Jacqueline Kerr  
1819 N. Kingsley Dr.  
Los Angeles, CA 90027

**Comment No. 70-1**

While it is sad, those persons in a position to judge any application by AEG must be reminded of their duplicity in the events of 23 October 2009. Claiming emergency, AEG asked for permission to place signage on Olympic Blvd to publicize their Michael Jackson video, "This Is It." Receiving support from a sympathetic City Council, AEG then proceeded within the next few months to plaster the entire east side of the 110 Fwy south to the 10 Fwy with commercial signage from their so-called "sponsors." This action, in complete disregard for the safety of motorists who use the 10 and 110 indicates fully AEG's contempt for the wishes and rules of the City of Los Angeles.

Of course, AEG wants digital signage facing the freeways; they are already prepared for digital on the Staples Center; and they obviously want signage no matter how dangerous or demeaning to our neighborhoods and at whatever cost to the soul of this City. Tread carefully.

While I am a member of the Planning, Zoning Cttee of the Gr. Griffith Park NC, and the GGPNC has previously objected to the venal signage activities of AEG, I am submitting this comment for myself for lack of calendar time for Board approval.

**Response to Comment No. 70-1**

Both Section IV.C, Aesthetics/Visual Resources, and Section IV.D.2, Artificial Light and Glare, of the Draft EIR address the environmental effects of the Project's proposed signage, including potential impacts on motorists. As stated on page IV.D.2-18, "As required by the [Caltrans] Outdoor Advertising Act, Proposed Project signage would not contain flashing images that are visible from the freeways. Rather, electronic digital display signage visible from the freeway would consist of static images that remain at a constant brightness for 8 seconds and then complete an instant refresh to the next image which would then be static for 8 seconds. The project design features for illuminated signage outlined below establish specific performance standards that cannot be exceeded. To achieve these project design features, Proposed Project signage would be designed to the specifications provided in Table 6.1.2.1 and Section G.2.4 of Appendix G of the Lighting Report included as Appendix K of the Draft EIR. These include specific maximum sign luminance values in units of candelas per square meter ( $\text{cd}/\text{m}^2$ ) for all types of proposed

signage.” For further discussion of signage impacts, including freeway-oriented signage, refer to Response to Comment No. 16-49.

In addition, Section IV.D.2, Artificial Light and Glare, of the Draft EIR addresses the potential impacts of field lighting on motorists and concludes that the visible luminance levels would comply with the restrictions of the California Motor Vehicle Code and would not have sufficient brightness to impair drivers’ vision, thus resulting in less than significant light impacts. Furthermore, in accordance with Project Design Feature D.2-11, prior to the issuance of the first building permit for the Event Center structure, the Event Center Applicant would be required to prepare a study that demonstrates to the satisfaction of the City of Los Angeles Department of Building and Safety that the Event Center’s field lighting does not result in a Glare Rating above 45 at any roadway location within a 1-mile radius of the Project Site with a direct line of sight to the Proposed Project. As such, glare impacts associated with field lighting affecting roadway receptor locations would also be less than significant.

With respect to existing or past signage and the Applicant’s former actions with respect to signage in the Project area, such issues are unrelated to the Proposed Project, and outside the scope of this EIR. Rather, in accordance with CEQA, the Draft EIR evaluates impacts relative to existing conditions at the time the Notice of Preparation (NOP) of a Draft EIR was issued. The NOP for the Proposed Project was released on March 17, 2011. The comment is noted for the record and will be forwarded to the decision- makers for review and consideration.

**Comment Letter No. 71**

Daryl Landis  
1333 S. Hope St.  
Los Angeles, CA 90015

**Comment No. 71-1**

As the Director of the SouthPark B.I.D., the continued revitalization and growth is imperative to keep this area safe and clean. The influx of development that would accompany this project will be beneficial to everyone who is in contact with it. Bring us the events and conventions. A great boost in this area!

**Response to Comment No. 71-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 72**

Kelly Kyung Lee  
DTLA Resident/Property Owner  
901 S. Flower St., Unit 714  
Los Angeles, CA 90015-2299

**Comment No. 72-1**

I am a homeowner residing at the Concerto Lofts on 901 S. Flower Street, only two blocks away from the proposed site. As such, I know that the stadium development would heavily impact the traffic directly in front of my condo building. Even now, when big events occur at L.A. Live or at the Staples Center, there is a long line of cars making a right turn at the 9th St. and Flower St. intersection (for cars on 9th, turning right onto Flower), as well as at the Flower St. and Olympic Blvd. intersection (for cars on Flower, turning right onto Olympic). This is due to the fact that both 9th and Flower are one-way streets.

My suggestion is to create **two right-turn lanes** on 9th, turning onto Flower, and also on Flower, turning onto Olympic. That way, the right-most lane congestion would be reduced, especially if additional traffic is created with the new stadium.

Serious consideration of this idea is greatly appreciated, especially since this congested lane directly blocks my driveway into and out of my home.

**Response to Comment No. 72-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. This issue will be discussed with LADOT and be evaluated as a potential temporary event traffic operations measure in the Transportation Management Plan.

**Comment Letter No. 73**

Alex Limandri  
548 S. Spring St., Apt. 109  
Los Angeles, CA 90013

**Comment No. 73-1**

I truly think this project is fantastic and the city needs it! All the jobs created will help so many people and will give our great city the opportunity to shine again with a great football team.

**Response to Comment No. 73-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 74**

Manuel Loayza  
1050 S. Flower St., Apt. 831  
Los Angeles, CA 90015

**Comment No. 74-1**

As a Sales Manager for Freeman, I support the drafted EIR report which AEG has set forth. In particular Freeman is the Premier Leader in the Convention, Special Events industry. We are committed along with AEG to manage Convention, Special events logistics when it pertains to producing a full facility tradeshow, such as coordinating up to 200 plus trucks throughout the L.A. Live complex. Oure experience in conjunction with AEG with make conventions being held at the Los Angeles Covention a positive experience for both client, AEG, Freeman, and most importantly the City of Los Angeles.

**Response to Comment No. 74-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 75**

Manuel Lopez  
533 S. Fremont Ave.  
Los Angeles, CA 90071

**Comment No. 75-1**

I strongly support Farmers Field project, we need jobs.

**Response to Comment No. 75-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 76**

Justin Mar  
justinmar8@gmail.com

**Comment No. 76-1**

I am a LA Area citizen who would like to provide feedback to the Farmer's Field EIR. I have attached a letter in word format that needs to be responded to by the developer and EIR consultants of the project. There are many facts presented in the report that are either false or misleading. In addition, the developer clearly shows a lack of accountability when it comes to long term significant freeway and street improvements in the area to accommodate such a large venue.

**Response to Comment No. 76-1**

This comment is introductory in nature. Specific comments on the Draft EIR are set forth below with accompanying responses. In addition, please refer to Section IV.B.1, Transportation, of the Draft EIR for a description of the transportation improvements proposed by the Applicants.

**Comment No. 76-2**

As an LA area citizen who will be directly affected, I would like to comment and provide feedback on the Environmental Impact Report for Farmers Field that currently is under review (ENV 2011-0585-EIR), specifically to the summary section. In general, the assumptions and conclusions drawn in certain sections of the report are illogical and are bias. Rather than utilizing an objective scientific method, clearly the consultants putting together this report for AEG were provided with outcomes and conclusions beforehand and essentially built an argument second. In the following paragraphs, I will point out these blatant flaws which absolutely will need to be addressed as the citizens of the Greater LA area deserve transparency.

**Response to Comment No. 76-2**

As discussed in Topical Response 4, Adequacy of the Draft EIR, the Draft EIR has been prepared in accordance with CEQA requirements and the City of Los Angeles requirements for preparing EIRs. In accordance with City requirements, the determination of impacts for each of the impact analyses are based on the specific thresholds set forth in the City's adopted L.A. CEQA Thresholds Guide. The analyses are not biased and have been subject to independent review by the City. Specific comments on the Draft EIR are set forth below with accompanying responses.

**Comment No. 76-3**

As an LA area citizen who will be directly affected, I would like to comment and provide feedback on the Environmental Impact Report for Farmers Field that currently is under review, specifically to the summary section. In general, the assumptions and conclusions drawn in certain sections of the report are illogical and are bias. Rather than utilizing an objective scientific method, clearly the consultants putting together this report for AEG were provided with outcomes and conclusions beforehand and essentially built an argument second. In the following paragraphs, I will point out these blatant flaws which absolutely will need to be addressed as the citizens of the Greater LA area deserve transparency.

**Response to Comment No. 76-3**

The comment is a general introductory comment with little specific content. Responses to more specific issues discussed in subsequent comments by the Commenter are presented below.

**Comment No. 76-4**

Another misleading interpretation is mentioned on page 1-26 where the project is “located in downtown Los Angeles at the heart of the regional transportation system” and is argued that somehow there is direct access to “four freeways”. In fact, there are really only two adjacent freeways, the 110 and the 10. Both of which are the most congested arteries in Los Angeles. Contact Caltrans for the level of service breakdown data. The 101 and 5, which I assume the consultants are factoring into the freeway count, are not “direct” by any means. In fact, any rational person using those freeways would end up using the 110 or the 10 to get closer to the venue anyway. Assuming that patrons would get off the 101 or 5 at a further juncture, it would be very inconvenient just to get closer to the stadium by surface streets.

**Response to Comment No. 76-4**

The four freeways referred to on page I-26 of the Draft EIR are the I-110 Harbor Freeway from the south, the SR-110 Pasadena Freeway from the north, the I-10 Santa Monica freeway from the west, and the I-10 San Bernardino Freeway from the east. As identified in the Draft EIR (page IV.B.1-33, of Section IV.B.1, Transportation, and pages IV.B.2-2 to IV.B.2-15 of Section IV.B.2, Parking, of the Draft EIR), there is a significant parking supply available in the Downtown Area for use by event patrons. This will enable event traffic to use the almost 50 freeway ramps serving the downtown to access the parking by numerous different freeways and surface street routes, rather than being focused only on the SR-110 and I-10 freeways.

**Comment No. 76-5**

I find it very unrealistic that stadium patrons would en masse be willing to bicycle to the event and too much emphasis is put on this form of alternative transportation. As a cyclist myself, I would not feel comfortable leaving my bike exposed in such a congested environment let alone riding in heavy vehicle traffic. I can't imagine a family with children biking to an event. In addition, driving a car is simply more convenient if souvenirs or other paraphernalia are purchased. I also think that too much perceived congestion savings is being placed on the idea of parking far away and shuttles dropping people off at the venue. For sports fans, and particularly football fans, parking a car near the stadium and tailgating is a very enjoyable part of the experience. These people would not utilize the shuttle service as much as anticipated, and this would mean more congestion in the area.

**Response to Comment No. 76-5**

The Draft EIR does not state there would be an "en masse" use of bicycles. It states that a "modest" proportion of attendees would use bicycles to access events (page IV.B.1-38, of Section IV.B.1, Transportation, of the Draft EIR), and also identifies measures to encourage and increase bicycle use. Clearly not everyone will use bicycle transportation, but the transportation strategy of the Proposed Project is to provide for choices for those who want to bike. The Sierra Club and the Los Angeles Bicycle Coalition, which comprises everyday bicycle users, are very supportive of higher bicycle usage to events.

The Proposed Project is committed to encouraging the use of bikes and will install 250 additional bike parking spaces at the Project Site, as well as make financial contributions to a Mobility Hub to be provided by LADOT at/near the Project Site. Please refer to Project Design Feature B.2-2 on page IV.B.2-23 and Project Design Feature B.1-5 on page IV.B.1-168 of the Draft EIR. The TMP will also identify preferred connecting routes between on-site bike parking areas and existing and planned bicycle facilities on City streets. Please refer to Section IV.B.3 of the Draft EIR regarding bicycle circulation and the integration of the Proposed Project with the City of Los Angeles Bicycle Plan.

The parking strategy is detailed in pages IV.B.2-2 to IV.B.2-29 of Section IV.B.2, Parking, of the Draft EIR. As there are 45,750 parking spaces in the vicinity, there would not be a need for shuttles on a regular basis. However, shuttles and remote parking may be needed during infrequent concurrent major events, such as the Auto Show. Many STAPLES Center patrons currently walk some distance to off-street parking lots (up to six blocks in some cases), and it is anticipated that attendees at events at the much larger Event Center will be prepared to walk further. Experience at other NFL stadiums has shown that people are willing to walk the 15- to 20-minute distance for large events (refer to pages 4-29 to 4-32 in Appendix I.1, Draft EIR Transportation Study, of the Draft EIR), and

in the case of downtown Los Angeles, there will be many restaurants for attendees to patronize on their walk between parking and the Event Center.

### **Comment No. 76-6**

Generally, the EIR summary argues that events at the venue would somehow be “irregular” in frequency and that “it is not practical or feasible to provide additional freeway or roadway infrastructure improvements to handle event traffic for short periods of time.” This is absolutely wrong. The venue would not only be used frequently Sundays between September through January for football, but also would be used for many other entertainment events. AEG is a profit making business entity and it would be a complete waste of resources to keep the 70,000 person stadium empty during the year except for football. There will be events often, on weekends and weekdays throughout the year, and any claim to the contrary is false. The stadium will negatively impact commuters much more often than the report implies. I find it hypocritical that AEG is so unwilling to make any infrastructure improvements to the surrounding freeways and streets when they will be bringing in thousands and thousands of extra people with their vehicles into an area that is congested as is. This shows a lack of accountability on AEG’s part and is a slight to commuters and patrons of other local venues. Staples Center, the Convention Center, LA Live visitors will be made more uncomfortable by the stadium.

### **Response to Comment No. 76-6**

The Draft EIR identifies that the Event Center is unlike other types of land uses, such as office or retail uses buildings, that regularly generate trips on a daily basis (page IV.B.1-56, of Section IV.B.1, Transportation, of the Draft EIR). The Event Center will generate trips irregularly because there will not be events every day. The Draft EIR identifies an anticipated schedule of 37 full attendance spectator events a year, the majority of which will occur at weekends and will, therefore, not affect the weekday evening commute period.

The statement in the Draft EIR that “it is not practical to provide additional freeway or roadway infrastructure improvements to handle event traffic for short periods of time” is endorsed by public agencies, including LADOT and Caltrans. Not only are roadway improvements generally infeasible due to the lack of available right-of-way in the built-up area of downtown Los Angeles, but even if they were feasible, building widespread roadway improvements would undermine the Proposed Project’s goals of higher transit use and lower auto use, as they would encourage more automobile use not only during events but also on a day-to-day basis. Through SB 292, the Proposed Project is committed to achieving the “Best in NFL” status with regard to the lowest private automobile trip ratio for events. Therefore, the transportation strategy focuses on increased use of transit and efficient management of the existing roadway capacity during events. Refer to Topical

Response No. 5 regarding SB 292. Refer also to Response to Comment No. 16-25, regarding feasible mitigation.

**Comment No. 76-7**

I also find it strange that a brand new football stadium is being proposed in such close proximity to a longtime existing structure that is still functional in the Coliseum. The Rose Bowl is also another option, and I find it hard to believe that adding another stadium to an already crowded local market would really be worthwhile for the Greater LA area.

**Response to Comment No. 76-7**

The Commenter's suggestions regarding the location of the proposed Event Center are noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Pages V-13 through V-23 of Section V, Alternatives, of the Draft EIR analyzes a series of alternatives that were considered by the City of Los Angeles, in its role as the CEQA Lead Agency, but were rejected as infeasible and briefly explains the reasons underlying the City's determination in accordance with Section 15126.6 (c) of the State CEQA Guidelines. Alternative sites that were considered and rejected as infeasible include the Los Angeles County Memorial Coliseum and the Pasadena Rose Bowl, in addition to other alternate sites. Pages V-18 and V-19 specifically address the Los Angeles Coliseum and provide the basis for the conclusion that the Los Angeles Coliseum is an infeasible alternative site for the proposed Event Center. Pages V-19 and V-20 of the Draft EIR specifically address the Rose Bowl and similarly provide the basis for the conclusion that the Rose Bowl is an infeasible alternative site for the proposed Event Center. Notwithstanding, elected officials from the City of Pasadena have indicated, as recently as August 2011, that, under carefully negotiated conditions, the Rose Bowl might be made available as an interim site for NFL games. Refer also to Response to Comment Nos. 12-7, 16-71, and 16-72.

**Comment No. 76-8**

I suggest that officials examine the true and obvious negative impact of constructing a large stadium and at the very least hold AEG and the developer accountable in making vast roadway and freeway improvements. They cannot be allowed to build without paying their fair share.

**Response to Comment No. 76-8**

Section IV.B.1, Transportation, of the Draft EIR addresses the potential transportation impacts of the Proposed Project and also explains why the analysis is considered to be conservative (pages IV.B.1-55 to IV.B.1-56). A comprehensive, multi-modal transportation mitigation and improvement program is also identified in the Draft EIR (pages I-32 to I-53, of Section I, Summary, of the Draft EIR). Refer also to Response to Comment No. 76-6.

**Comment Letter No. 77**

Florent Mbesse  
mbesse@sbcglobal.net

**Comment No. 77-1**

I love improvement who doesn't. for a big city such as Los Angeles, the second biggest in the us and one of the most powerful city in the world and the youngest at 230 years old of most powerful cities in the world. the city deserve a gathering center and for years downtown Los Angeles has been neglected in that sens. and the time has come for this beautiful diverse city to make a stand for it self. thanks to EAG professionalism, the future of downtown Los Angeles look brighter than ever before. the arrival of the Stepple Center and LA live can be proof of what yet to come and the dedication of EAG to transform this city to something else is second to none. this in turn will bring jobs and improve the economy of this city already considered the third richest city in the world by GDP. the environmental report is only part of the process. no one can positively or 100 % predict the future but we can hope the work done today will direct us to satisfy to a maximum the people goals. base on EAG past experience we can safely say if anybody can do it, it will be AEG. It will be ashamed not to even consider the impact this massive project will have in this city. we can see it coming we can predict it, we can smell it but we won't know it until it actually happen. People can say what ever they want just like they did with the stepples center before today they all are enjoying it. Every thing in this world come at a price. life is not perfect and will never be perfect. sometimes you have to learn on the fly and improve on the fly. to win the lotto you have to play the lotto. most rich people will tell you they failed so many times before they reached their goals. and people tend to look a this project in the sens of EAG making money for themselves at the expense of people but yet they have already spend 25 million of their own money for this project, and no one in this world will spend that much money and do not expect any return. people need to also look at the economical impact this project will bring to the people of Los Angeles. just think of it downtown Los Angeles becoming like Manhantan in New York. is that a good thing or a bad thing. this project likely will improve downtown Los Angeles to that extend. the tourism that will come with it to me will outweighs the project not going forward it will be an immeasurable missed opportunity period. It is AEG not just anyone. a proven successful management company what ever you want to call it fox. It is a reputation you cannot denied I am sorry. ndongo the man.

**Response to Comment No. 77-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 78**

Steve Miller  
Carpenters Union  
14406 Shoemaker Ave.  
Norwalk, CA 90650

**Comment No. 78-1**

We fully support this project. Will provide jobs that will help our community.

**Response to Comment No. 78-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 79**

Bob Moore  
Woodland Hills, CA  
bob@tekjobs.com

**Comment No. 79-1**

Anything that will increase traffic in L.A. is an easy answer, No!

The city should be concentrating on fixing the traffic problem, not doing anything that will make it worst.

**Response to Comment No. 79-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 79-2**

It doesn't matter how much revenue the stadium will bring, the city will just piss it away.

**Response to Comment No. 79-2**

This comment does not raise any environmental issues that are addressed under CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 80**

Rocky Pelliccino  
2120 Auto Centre Dr.  
Glendora, CA 91740

**Comment No. 80-1**

3 SIMPLE WORDS:

JUST DO IT!!!!

**Response to Comment No. 80-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 81**

Curtis Popp  
1633 S. La Brea Ave.  
Los Angeles, CA 90019

**Comment No. 81-1**

I support DEI Report.

**Response to Comment No. 81-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 82**

Claude Rallins  
SmoothAge.com  
1119 Albany St., Apt. 126  
Los Angeles, CA 90015-2066

**Comment No. 82-1**

I live a block away from the proposed Convention and Event Center Project and speak in support of the 'Environmental Impact' it will have on the community.

While EIRs originally came about to determine the impacts of a given construction project on nature, the concept of "nature" itself has evolved.

In recent years, leading geologists and ecologists have concluded environmental indicators show we are now in a new geologic era, called the Anthropocene.

Essentially, human activities are the new nature.

In this light, environmentally sound economic community developments are key to arresting stasis, inherent in a construct environment.

Such developments should now be viewed as 'anchor ecosystems', stocked with 'anchor species'. Also, in light of the rapid global economic

decay experienced in built structures and markets, new "green" major anchor ecosystems could be considered an "endangered species".

It is my hope that the project move forward with all due haste.

**Response to Comment No. 82-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 83**

Joe Ramirez  
So Cal Rams Booster Club  
5653 Irvington Pl.  
Los Angeles, CA 90042

**Comment No. 83-1**

The team that we want here is the Los Angeles Rams! No other Team!

**Response to Comment No. 83-1**

This comment does not raise any environmental issues addressed under CEQA. No further response is required.

**Comment Letter No. 84**

James Richmond  
Carpenters Union  
533 S. Fremont Ave.  
Los Angeles, CA 90071

**Comment No. 84-1**

We proudly approve this project to go forward. This project will bring many jobs for our members. Carpenters Local 409

**Response to Comment No. 84-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 85**

Armando Sainez  
Roofers & Waterproofers Local #36  
5380 Poplar Blvd.  
Los Angeles, CA 90032

**Comment No. 85-1**

We the Roofers & Waterproofers are in support of this project because it will bring job for thousands of providing wages for local residents for a list 3 or 4 years & thousands of permanent jobs is wy we are in support of this project Thanks for your consideration.

**Response to Comment No. 85-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 86**

Al Sakvecka

**Comment No. 86-1**

I have seen the plan for the Stadium and was pleased to see that downtown deserved the stadium and AEG can do the Job in an efficient way.

**Response to Comment No. 86-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 87**

John Schafer  
Pile Drivers Local 2375  
728 N. Lagoon Ave.  
Wilmington, CA 90744

**Comment No. 87-1**

I am in full support. This will mean good jobs, great business, and a boost in city price.

**Response to Comment No. 87-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 88**

Manny Sieng  
online submission

**Comment No. 88-1**

I would like to hear more on assembly, installation, and dismantle of the deployable roof. Not much is really mentioned regarding this aspect of the event center. This would likely be done at non event hours, possibly at night requiring personnel and the use of heavy equipment. Ultimately what are the impacts of this type of roof system.

**Response to Comment No. 88-1**

The roof of the Event Center is proposed to have two components—a fixed roof portion and a retractable roof portion. While currently in the design stage, the fixed roof is planned to be composed of a lightweight fabric over a steel substructure. The fabric may be comprised of Ethylene tetrafluoroethylene (ETFE) or Polytetrafluoroethylene (PTFE). The retractable portion of the roof is planned to be similar to the system implemented at BC Place Stadium in Vancouver. The enclosure is anticipated to be made of a vinyl-coated polyester fabric, supported on tension cables that span the width of the opening. The entire assembly would collapse like an accordion and would be stored in the southern end of the stadium, just below a fixed portion of the roof. The roof would be deployed along rails at either side of the opening to cover the entire opening, then inflated to provide rigidity and encourage proper drainage. The noise level associated with deployment of the roof will comply with the City's Noise Ordinance.

It is anticipated that an electrical motor would be used to open/close the Event Center's roof structure. As stated on page IV.E-11 in Section IV.E, Noise, of the Draft EIR, vibration from operation of the deployable roof would be addressed by the Proposed Project's current design, which would incorporate vibration attenuation mounts for on-site mechanical and electrical equipment, as well as the design of the deployable roof (i.e., the slow movement of the roof motor/track system). These aspects of the Proposed Project's design would limit the vibration generated through the building structure and transferred to the ground. Therefore, operation of the deployable roof would not increase the existing vibration levels in the vicinity of the Project Site. As the equipment used for the deployable roof would be subject to the limitations of the City's Noise Ordinance, noise impacts would be reduced to less than significant levels, based on the ambient noise levels that occur in the Project area.

**Comment Letter No. 89**

Jim Smith  
Teamsters Local 396  
880 Oak Park Rd., Ste. 200  
Covina, CA 91724

**Comment No. 89-1**

We fully support the draft EIR.

**Response to Comment No. 89-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 90**

Mike Smith, Ph.D.

**Comment No. 90-1**

Urban planners are beginning to recognize the benefits of walking communities, whereby people live and work in close proximity, thus reducing carbon emissions and wasted time commuting long distances. Downtown Los Angeles is currently headed in this direction with the increased construction of residential condominiums and businesses serving the local population.

If a football stadium and expanded convention center is constructed in this area, it would hinder such a walking community. A stadium would draw visitors from far and wide across Southern California, creating congestion during events, but a virtual ghost town in the middle of the week.

Intelligent long term urban planning of downtown LA is vital. Is this the kind of environment that makes sense for future generations? Should LA be a self-sustaining walking community, or a magnet for increasing time spent on the road?

**Response to Comment No. 90-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Proposed Project is designed to facilitate and encourage pedestrian activity, with many enhancements to the pedestrian environment in the Project area (refer to pages I-59 to I-62, of Section I, Summary, and pages II-38 to II-45, of Section II, Project Description, of the Draft EIR). The Proposed Project is located adjacent to the Los Angeles Convention Center, STAPLES Center, and L.A. LIVE, all of which generate considerable pedestrian activity at many different times of the day, so there is already considerable activity in the area of the Proposed Project. Moreover, it is a key goal of the Proposed Project's transportation plan to enhance and increase the use of transit and reduce auto trips, and the transportation plan includes significant measures to increase transit ridership.

**Comment Letter No. 91**

Marc Socol  
online submission

**Comment No. 91-1**

The draft EIR is inadequate in addressing the unusual AEG tailgating arrangements given the limited space. At every football game I've ever attended, tailgating is a major part of the experience, and fans get creative finding places to gather, whether it is officially permitted or not. Is AEG going to pay for the extra police to monitor the train cars so that drunk and rowdy fans don't get out of control while regular commuters are trapped with these fans inside the train cars? How is AEG going to enforce the rule that tailgating is not allowed in any of the parking lots? The designated plaza for tailgating is very small.

**Response to Comment No. 91-1**

The Applicant is committed to a safe NFL game experience. Tailgating has evolved in each city, and the Applicant has the ability to make the area in and around L.A. LIVE and STAPLES Center part of a non-ticketed fan festival that has something for everyone. In the parking lots that the Applicant manages or controls, the Applicant will enforce, with its security team and LAPD, the laws currently in place by the City of Los Angeles as it relates to open alcohol containers. The Applicant will also have multiple designated "beer gardens" similar to those utilized before NBA and NHL games at STAPLES Center. These designated areas will continue to be permitted, regulated, and secured areas. The Applicant's Comprehensive Security Plan (CSP) will be developed with the City of Los Angeles, the Los Angeles Police and Fire Departments. It will be enforced by a security team, as well as by LAPD officers and LADOT traffic officers before, during and after sporting events at the Event Center. Tailgating within parking facilities controlled by the Applicants will be prohibited, and this prohibition would be enforced by the on-site security team. Where there are designated, secure, and City-approved 21-and-older areas where patrons can consume alcohol on-site, the areas will be controlled by security. This program is based off the continued success with L.A. LIVE and the "beer gardens" in Nokia Plaza. The Applicants would also follow laws that prohibit open containers in public areas.

**Comment No. 91-2**

How is AEG going to control potential riots and possible fatalities if the crowd gets out of control and starts pushing and people get trampled and suffocate? This happens sometimes in soccer stadiums around the world when large crowds are confined into small spaces and people become impatient with the jam up, and start pushing each other. This is a realistic nightmare scenario especially because fans would be stuck near the stadium

after the game due to traffic and long lines for the metro. These concerns have not been addressed realistically in the draft EIR. There is no mitigation for the extra police forces required and the potential harm to human life as a result of attracting such large crowds to such confined areas.

**Response to Comment No. 91-2**

As discussed in Response to Comment No. 16-60, the CSP specifically addresses large crowds during special events. As set forth on pages IV.J.1-10 through IV.J.1-16 of Section IV.J.1, Public Services—Police, of the Draft EIR, in addition to the provision of additional security officers, measures within the CSP include measures for crowd control; measures for traffic and pedestrian flow; measures for event management, including a Unified Field Command Center; measures for terrorist attack response; and unified emergency response programs.

In addition, the Proposed Project is well served by a grid network of arterial streets with pedestrian sidewalks. The Draft EIR identifies that after major events, certain streets would be temporarily closed to accommodate the peak pedestrian movements. There are numerous open space plazas around the Project Site, including Gilbert Lindsay Plaza and Nokia Plaza that would provide ample space for pedestrians. The grid street network around Farmers Field that extends into downtown would ensure that pedestrian volumes drop off significantly as event patrons move further away from the stadium and use an increasing multiplicity of routes. The TMP will include operational details of pedestrian and crowd management, as well the management of transit patrons accessing the Pico Station. Refer to Page IV-B.3-16 of Section IV.B.3, Pedestrian Circulation and Bicycle and Pedestrian Safety, of the Draft EIR for an analysis regarding pedestrian volumes and circulation. Included in this analysis are detailed graphics (Figures IV.B.3-8 and IV.B.3-9) that provide sidewalk levels of service.

**Comment Letter No. 92**

Skye Sverdlin  
LAUSD/Bring Back the Rams  
12520 Pacific Ave., Apt. 21  
Los Angeles, CA 90066

**Comment No. 92-1**

I would firstly like to thank AEG for privately funding a stadium to facilitate the return of the NFL. Also AEG should be commended for completing such an extensive EIR. I would like to bring up the point that while local downtown neighborhoods need to and have been considered in the EIR, downtown belongs to every neighborhood in Los Angeles. The school I teach at, Overland Avenue elementary is located near the new Westside rail route. I look forward to bringing at risk youth to events at the new Farmers Field/Convention Center. I would also request that if an NFL team is brought to Los Angeles, it is the RAMS, a team with 49 years of history in the Los Angeles area.

**Response to Comment No. 92-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 93**

G. Alexander Taylor  
Resident Manager  
Bristol Apartments  
423 W. Eighth St., Apt. 614  
Los Angeles, CA 90014

**Comment No. 93-1**

I've just read the editorial in the Downtown News entitled Urban Scrawl by Doug Davis. I must say that as a downtown resident and a NY transplant that I strongly object to the stadium project on the following grounds.

1. The congestion that is the 110 to I110 to I5 interchange will not be helped by adding 54,000 people trying to get into downtown for a game (75% of 72K).

**Response to Comment No. 93-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Draft EIR evaluates transportation conditions on the freeway system around downtown (Section IV.B.1, Transportation, of the Draft EIR). The Draft EIR concludes the Proposed Project will result in unavoidable significant impacts at certain times and at certain locations. The mitigation program includes measures to reduce those impacts, including the development and implementation of a Transportation Management Plan to maximize the efficiency of the existing system during events.

**Comment No. 93-2**

2. While the convention center is underutilized and certainly big enough, so is the sprawling Hollywood Park which I believe would make a better location for the stadium. Why hasn't this location been seriously considered?

**Response to Comment No. 93-2**

The Hollywood Park site was approved for a large-scale mixed-use development by the City of Inglewood City Council on July 8, 2009. This project, which would be implemented via the Hollywood Park Specific Plan, calls for the rehabilitation of the 120,000-square-foot Pavilion/Casino gaming facility and construction of a new mixed-use development that contains approximately 2,995 dwelling units, 620,000 square feet (sf) of retail space, 75,000 sf of office/commercial space, a 300-room hotel, 10,000 sf of

community-serving uses, and a 25-acre park system with passive and active recreational opportunities. The approval of this project three years ago and the overall scale of the project indicate that the use of the Hollywood Park site for the location of the Event Center is infeasible.

Further, locating the proposed Event Center at the Hollywood Park site would not meet the underlying purpose of the Proposed Project, which is to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue, which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. Nor would this alternative site meet the project objectives to promote General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, or design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events, and is consistent with smart growth and urban design principles. In addition, the Hollywood Park site is not located at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors a viable alternative to the automobile. In addition, the Hollywood Park site would also not be as well located as the Project Site in terms of its location at the regional freeway hub for the Metropolitan Los Angeles Area, served by seven freeways and 45 freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local transportation system. Therefore, the Hollywood Park site would also not meet the project objective to take maximum advantage of existing and planned transportation infrastructure, reduce environmental impacts, and improve access. Moreover, the Event Center Applicant does not own or control the Hollywood Park site.

### **Comment No. 93-3**

3. Furthermore, the aim to have 25% of event attendees to utilize mass transit is far too low. The aim should be for at least 50% attendees coming by mass transit. Anything less is irresponsible on the part of AEG and the City of LA.

The metro should be working more closely with AEG to address these issues. 25% will easily get reduced down to 12% and that is unacceptable. Why spend all of the taxpayers money on a (too often delayed) public transportation system and not utilize it to its full potential? Thank you.

### **Response to Comment No. 93-3**

The Draft EIR utilized conservatively low estimates of public transit use for the purposes of preparing a conservative traffic impact analysis. The requirements of SB 292 for the Proposed Project to be “Best in the NFL” with respect to the lowest automobile trip

ratio mean that actual transit use will be higher than estimated in the Draft EIR. The Proposed Project is committed to achieving high transit usage levels (refer to pages I-32 to I-34 and pages I-50 to I-53 of Section I, Summary, of the Draft EIR). Refer also to Topical Response No. 1 regarding transit use and Topical Response No. 5 regarding SB 292.

**Comment Letter No. 94**

J. Thomas  
530 S. Main St.  
Los Angeles, CA 90013

**Comment No. 94-1**

My name is J. Thomas, a resident. My first complaint is the EIR report in which 10,000 pages by your standards must be digested in 45 days to give a response, that is 222 pgs. per day. I request an extension of 90 days.

**Response to Comment No. 94-1**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 94-2**

Also no Public funding, employment, and at this time you have no commitment from any NFL team to even play in this Stadium before it is built.

**Response to Comment No. 94-2**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The transactional documents with the City require that the Event Center Applicant enter into a lease with an NFL team prior to commencing construction.

**Comment No. 94-3**

Our community must come first as well as health, traffic, and displacements.

**Response to Comment No. 94-3**

Please refer to Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity. Refer to Section IV.B.1, Traffic of the Draft EIR with regard to traffic. As discussed in Response to Comment No. 14-8, the Proposed Project would not result in significant impacts associated with displacement of residents. The comment is

noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 95**

Peter Toumasis  
toumasis33@mac.com

**Comment No. 95-1**

My wife and I moved to the South Park area of downtown from Westwood in 2007. At that time, we eagerly anticipated the rise of LA Live, which was a parking lot at the time. Over the past five years, we've experienced a tremendous urban growth in downtown and are proud to own a loft in a South Park area high-rise. Because of the influx of new residents, restaurants, bars, hotels, and businesses over the past few years, the pedestrian and auto traffic has also increased exponentially. And while morning and afternoon rush hour, Lakers, Clippers, and Kings games, and the occasional concert at LA Live definitely increases the traffic, it is still easier to maneuver the 110, 101, and 5 freeways around downtown than it is the 405, 10, and 101 on the Westside.

A new football stadium and convention center will definitely increase traffic in downtown, but will also increase the amount of dollars spent on local businesses. That in turn will lure more residents and create a viable, thriving community in an area where few would consider living and working 10 years ago. Every new project has positives and negatives, but with AEG willing to spend a lot of its own money on a new stadium, their previous track record, and their commitment to downtown Los Angeles, it's imperative that the stadium be built. An NFL team will someday come back to Los Angeles and neither the City of Industry nor Anaheim is as attractive as a downtown venue across from ESPN, restaurants, bars, and hotels. I can't imagine fans being lured by the 2020 Super Bowl in the City of Industry or Anaheim more than Los Angeles. It doesn't take much imagination to anticipate fans coming to Los Angeles for a week prior to the Super Bowl, staying at the JW Marriott or Ritz-Carlton, having dinner at Wolfgang Puck, attending a pep rally at LA Live, catching a NBA game at Staples, and never having to get in a car.

I urge you to move forward with Farmer's Field. As a local, potentially living two blocks away from the stadium, it's a vital step in the evolution of a new, thriving city center of Los Angeles.

**Response to Comment No. 95-1**

This comment indicating benefits of and support for the Proposed Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 96**

Robert Turner  
International Brotherhood of Teamsters  
4408 Presidio Dr.  
Los Angeles, CA 90008

**Comment No. 96-1**

Farmers Field is great for Los Angeles and the State of California.

**Response to Comment No. 96-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 97**

Jose Vanderburg  
501 S. Spring St.  
Los Angeles, CA 90013

**Comment No. 97-1**

Please bring jobs downtown for downtown people. People can't complain if their satisfied. Unemployed displaced people are most satisfied with jobs. If you can advertise this more, who can complain? People who have jobs, but they don't matter they just have money. Please hire 85% of people in a 5 miles radius.

Can you provide at best 60% of concession & matineance job to downtown or residents in 10 miles.

**Response to Comment No. 97-1**

This comment does not raise any environmental issues pertaining to the Proposed Project, the EIR, or the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 98**

Carmen Vaughn  
1149 S. Burlington Ave.  
Los Angeles, CA 90006

**Comment No. 98-1**

Take Metro to the games? Metro Blue Line from Long Beach we need to improve this line. We need more security the sheriffs are always absent, machines are broken. One night some people and kids get angry and started to fight and started to use pepper spray. This Blue line need more attention. Red line also same problem. Too many crazy people with bags full of trash. If you want people to use public transportation we need to improve. Suggestions let's use metro buses from Union Station to the Stadium, free shuttle to people with tickets to that game.

**Response to Comment No. 98-1**

The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The suggestion for shuttle buses between Union Station and the stadium will be taken under consideration, although it is considered that the Metro Red and Purple lines will be more effective (with much higher capacity) than shuttle buses in moving event patrons from L.A. Union Station to Farmers Field.

**Comment Letter No. 99**

Carlos Velez  
Bring Back the Los Angeles Rams  
918 E. Martin Luther King Blvd.  
Los Angeles, CA 90011

**Comment No. 99-1**

I believe that by bringing a new field to L.A. (Downtown) will not be a problem Traffic or any Emergency responders We need a football team in L.A. and what better that L.A. RAMS at farmers field.

**Response to Comment No. 99-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 100**

Stuart Waldman  
5121 Van Nuys Blvd.  
Sherman Oaks, CA 91405

**Comment No. 100-1**

This is an incredible project that is needed in Los Angeles. It will create jobs and stimulate the economy.

**Response to Comment No. 100-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 101**

Stuart Waldman  
Valley Industry and Commerce Association

**Comment No. 101-1**

In 2001, Anschutz Entertainment Group (AEG) entered into a comprehensive community benefits agreement with the local community outlining investments in the areas of affordable housing, local hiring and green space development. We were one of a number of non-profit organizations that worked with AEG to make job opportunities available to residents when AEG's LA LIVE project began construction.

LA LIVE continues to provide more than 50 percent of its jobs to Angelenos who live within a three-mile area or poverty zip codes identified by the City of Los Angeles, with more than 70 percent of the jobs paying a full living wage. Given AEG's reputation as a good corporate citizen, we look forward to another opportunity to work with them to replicate LA LIVE's success with Farmers Field.

After reviewing the draft environment impact report (DEIR) for the project, it is clear that the city and AEG undertook this analysis with the highest level of commitment.

The analysis of 180 intersections and 45 freeway ramps in the transportation and parking section alone, will help guide the development of a transportation management plan that best serves the movement of Farmers Field patrons, Convention Center attendees and visitors, residents and employees of the downtown area.

Additionally, the DEIR identifies over 170 mitigation measures that will reduce or eliminate project impacts.

These measures will make Farmers Field the most environmentally friendly stadium in the country by:

- Relieving the net emissions of greenhouse gases from private automobile trips to the Event Center
- Developing measures to reduce the number of auto trips through mass transit options and a walkable landscape
- Designing the project to be the first NFL stadium to achieve LEED certification

These measures are combined with a comprehensive streetscape plan that is pedestrian and bike friendly. These qualities will further advance the development of a community where individuals can live, work and play.

Most importantly, the DEIR outlines objectives for the project in alignment with our city's economic revitalization goals, particularly the strengthening of the entertainment, convention and tourism industries. Farmers Field is estimated to result in more than 7,000 construction and 8,000 operating jobs. At a time when Angelenos struggle to find work, the Farmers Field provides opportunity.

The project has the potential to provide a significant, positive lasting effect on our city's vitality.

We support the development of Farmers Field serving as a catalyst for economic revitalization and urge your support in moving this project forward. Upon completion, Farmers Field will provide for the betterment of all Angelenos, from downtown to the San Fernando Valley.

**Response to Comment No. 101-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 102**

Orlando Ward  
3600 Wilshire Blvd., Ste. 1500  
Los Angeles, CA 90010

**Comment No. 102-1**

The Project is well-thought out and necessary. The economic and social benefit are tremendous.

**Response to Comment No. 102-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 102-2**

I would like clearer and better communicated details about transportation plan. Public transportation critical to L.A.'s growth and this Project could prove catalisctic as an example.

**Response to Comment No. 102-2**

The transportation plan is discussed in the Draft EIR (refer to pages I-32 to I-53, in Section I, Summary, and pages IV.B.162 to IV.B.1-184 in Section IV.B.1 Transportation, of the Draft EIR). It is a key goal of the transportation plan to enhance and increase the use of transit and reduce auto trips, and the transportation plan includes significant measures to increase transit ridership.

**Comment Letter No. 103**

Wayne  
online submission

**Comment No. 103-1**

AEG President and CEO Tim Leiweke is showing real commitment here by jumping in with both feet, already spending the big bucks, and being prepared to spend whatever it takes as he says to purchase a team and build the stadium to bring the NFL back to LA.

Rebuilding the convention center area, with transportation improvements and 11,000 new permanent jobs will be great for LA.

**Response to Comment No. 103-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 104**

Jim White  
EVO  
1155 S. Grand Ave., Loft 1104  
Los Angeles, CA 90015  
jim@ultimatelifeliving.com

**Comment No. 104-1**

“I have been a DTLA Resident for 11 years (I moved here from NYC, London, Sydney). I am in FULL support of this project. I believe it will improve the local area, the City of LA, and the state.” Great job – let me know how I can help!

**Response to Comment No. 104-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment Letter No. 105**

DEIR Public Hearing (May 16, 2012) Transcript

**Comment No. 105-1**

MR. WESTBOOKS: GOOD AFTERNOON, EVERYONE. MY NAME IS JAMES WESTBROOKS. THE LAST NAME IS SPELLED W-E-S-T-B-R-O-O-K-S. AND I SERVE AS DISTRICT DIRECTOR FOR CALIFORNIA STATE SENATOR CURREN PRICE.

AS ONE OF THE CO-AUTHORS OF S.B. 292, SENATOR PRICE WANTED ME TO EXPRESS HIS SUPPORT FOR THE CONSTRUCTION OF THE FARMERS FIELD AND THE EVENTS CENTER.

IN HIS SUPPORTING S.B. 292, IT ASSURES US THAT A.E.G. STILL GOES THROUGH THE ENVIRONMENTAL REVIEW PROCESS, BUT ALSO ALLOWS A.E.G. TO MOVE FORWARD WITH THIS PROJECT WITHOUT UNNECESSARY DELAYS.

THEY HAVE ASSURED US THAT THEY WILL WORK TO MAKE THIS STADIUM ENVIRONMENTALLY FRIENDLY, WHILE IMPLEMENTING GROUNDBREAKING ENVIRONMENTAL PROTECTIONS.

IN ADDITION, THIS WILL PROVIDE OUR COMMUNITY WITH THOUSANDS OF JOBS, BOTH SHORT-TERM AND LONG-TERM.

THANK YOU.

**Response to Comment No. 105-1**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-2**

MR. JONES: MR. BELL, MR. SMOOTH BELL.

MR. BELL: GOOD AFTERNOON, LADIES AND GENTLEMEN. MY REAL NAME IS MICHAEL SMOOTH BELL. THAT'S WHAT I GO BY, "SMOOTH."

I WASN'T PREPARED TO MAKE A COMMENT ON THE E.I.R., JUST THE PROJECT ALONE. AND MY COMMENT IS THAT I JUST THINK IT WILL MAKE -- IT WILL CREATE SOME JOBS.

I THINK THIS WILL HELP MORALE AND SPIRIT OF THE CITY AND ALSO PROVIDE AN OPPORTUNITY FOR US TO HAVE FUN AS A CITY AND STATE OF CALIFORNIA. SO I'M ALL FOR THE PROJECT.

THAT'S THE SIDE OF THE ISSUE THAT I'M ON, AND I'M SURE HOPING THAT YOU GUYS GET YOUR FOOTBALL TEAM -- WE GET A FOOTBALL TEAM -- EXCUSE ME -- BECAUSE I LOVE FOOTBALL. THAT'S MY COMMENT.

**Response to Comment No. 105-2**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-3**

MR. JONES: THANK YOU, MR. BELL.

GARY TOEBBEN.

SPEAKER: GOOD AFTERNOON. GARY TOEBBEN, T-O-E-B-B-E-N. I REPRESENT THE LOS ANGELES AREA CHAMBER OF COMMERCE.

FIRST, I'D LIKE TO THANK THE CITY OF LOS ANGELES AND THE A.E.G. FOR PRODUCING SUCH A THOROUGH DRAFT E.I.R.

I DIDN'T READ IT ALL, BUT I DID -- WHAT I DID READ INDICATED THAT THE DOCUMENT FULFILLED ITS PURPOSE, WHICH WAS TO IDENTIFY POTENTIAL PROBLEMS AND OFFER MITIGATION PLAN THAT ADDRESSES THOSE PROBLEMS.

IN TOTAL, THE REPORT IDENTIFIES MORE THAN 170 MITIGATION MEASURES THAT WILL REDUCE OR ELIMINATE PROJECT IMPACTS.

THE CHAMBER OFFICES ARE LOCATED IN DOWNTOWN LOS ANGELES, SO I WAS VERY INTERESTED IN TWO ISSUES: TRAFFIC AND PARKING.

THE ANALYSIS OF 180 INTERSECTIONS AND 45 FREEWAY RAMPS EXCEEDED MY EXPECTATIONS AND INDICATED TO ME THAT THIS DOCUMENT DID NOT WHITEWASH THE TRAFFIC AND PARKING CONCERNS OF FARMERS FIELD PATRONS, CONVENTION CENTER ATTENDEES, RESIDENTS AND EMPLOYEES IN THE DOWNTOWN AREA.

I LIKE THE EMPHASIS ON REDUCING THE NUMBER OF AUTO TRIPS TO FARMERS FIELD AND THE COMMITMENT OF 10 MILLION DOLLARS TO IMPROVE THE BLUE LINE STATION AT PICO.

I ALSO LIKE THE EXCITING NEW STREETScape AND THE INCLUSION OF BIKE- AND PEDESTRIAN-FRIENDLY DESIGNS TO BETTER FACILITATE A GREAT ENVIRONMENT FOR OUR RESIDENTS, EMPLOYEES AND VISITORS, WHICH DO LIVE, WORK AND PLAY.

FINALLY, THIS PROJECT WILL CONTINUE THE ECONOMIC RESURGENCE OF DOWNTOWN L.A. AND OFFERS GREAT SYNERGY WITH THE EXISTING ENTERTAINMENT INDUSTRY IN LOS ANGELES COUNTY.

BUSINESSES THROUGHOUT THE REGION WILL BENEFIT FROM THIS PROJECT, AND IT WILL GENERATE NEW TAX REVENUE FOR THE CITY, THE COUNTY AND THE STATE OF CALIFORNIA.

IN SUMMARY, I APPLAUD THE THOROUGHNESS OF THIS REPORT AND THE MITIGATION MEASURES THAT HAVE BEEN PROPOSED.

**Response to Comment No. 105-3**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-4**

MR. JONES: THANK YOU, MR. TOEBBEN.

DAVID KERSH.

MR. KERSH: GOOD AFTERNOON. MY NAME IS DAVID KERSH. I'M HERE ON BEHALF OF THE CARPENTERS-CONTRACTORS COOPERATION COMMITTEE, WHICH IS COMPRISED OF THE SOUTHWEST ORIGINAL COUNCIL OF CARPENTERS AND SIGNATORY UNION CONTRACTORS.

I'M HERE TO SHOW OUR STRONG SUPPORT FOR THIS PROJECT.

IN THE FACE OF A DESPERATE NEED FOR ECONOMIC STIMULUS, THE MULTIYEAR CONSTRUCTION OF FARMERS FIELD MODERNIZATION AND EXPANSION OF THE CONVENTION CENTER WILL DIRECTLY CREATE THOUSANDS OF GOOD PAYING JOBS IN THE CONSTRUCTION, HOSPITALITY AND SERVICE INDUSTRIES.

COMBINING A NEW N.F.L. SPECIAL EVENTS CENTER WITH A MODERNIZED CONVENTION CENTER WILL LEAD TO EVEN FURTHER ECONOMIC GROWTH IN THE AREA AND CREATION OF ADDITIONAL JOB OPPORTUNITIES.

UNION WORKERS WANT JOBS, BUT WE CARE ABOUT THE ENVIRONMENT TOO.

THIS TRANSIT-FRIENDLY GREEN PROJECT IS THE KIND OF PROJECT THAT WE NEED TODAY, AND I ECHO MR. TOEBBEN'S COMMENTS IN REGARD TO ALL THE MITIGATION MEASURES.

AGAIN, WE WANT TO SHOW OUR STRONG SUPPORT AND HOPE THE PROJECT MOVES FORWARD.

THANK YOU.

**Response to Comment No. 105-4**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-5**

MR. JONES: THANK YOU, MR. KERSH.

MR. KESHISHIAN.

MR. KESHISHIAN: GOOD AFTERNOON. YEGHIG, SPELLED Y-E-G-H-I-G, LAST NAME, K-E-S-H-I-S-H-I-A-N.

ON BEHALF OF THE CENTRAL CITY ASSOCIATION OF LOS ANGELES AND ITS 450 MEMBERS, EMPLOYING OVER 350,000 INDIVIDUALS THROUGHOUT THE REGION, I WOULD LIKE TO ECHO THE COMMENTS BY GARY TOEBBEN IN SUPPORT OF THE DEVELOPMENT OF FARMERS FIELD AND THE DRAFT E.I.R. BEFORE US TODAY.

IT IS CLEAR THAT THE CITY AND THE APPLICANT HAVE ANALYZED ALL POSSIBLE PROJECT IMPACTS.

AND JUST AS STAPLE CENTER AND L.A. LIVE HAVE TURNED THE LIGHTS ON IN DOWNTOWN, WE BELIEVE BUILDING THIS MAJOR ENTERTAINMENT CENTER IN THE HEART OF LOS ANGELES WOULD HAVE AN EVEN MORE LASTING IMPACT ON THE CITY AS A WHOLE, ESPECIALLY THROUGH THE NET REVENUE IT WILL GENERATE FOR THE CITY, COUNTY AND STATE TO SUPPORT IMPORTANT PUBLIC SERVICE PROGRAMS.

FARMERS FIELD WILL PLAY A CRITICAL ROLE IN THE CONTINUED ECONOMIC REVITALIZATION OF THE REGION, FURTHER STRENGTHENING THE ENTERTAINMENT, CONVENTION AND TOURISM INDUSTRIES. IT WILL SERVE AS A MAGNET FOR NEW INVESTMENT JOBS AND ECONOMIC GROWTH TO THE REGION.

IF THERE WAS EVER A PLACE TO BUILD A STADIUM, IT IS HERE IN DOWNTOWN. DOWNTOWN IS A HUBB OF OUR REGIONAL TRANSPORTATION SYSTEM. IT'S AT THE CONFLUENCE OF FOUR FREEWAYS, SERVED BY NEARLY 40 BUS ROUTES, IN ADDITION TO A LOCAL DASH SYSTEM.

IT'S ACCESSIBLE BY THREE, SOON TO BE FOUR METRO LINES, AS WELL AS AMTRACK AND METROLINK.

IF EVER THERE WAS A TIME TO MOVE FORWARD WITH THE PROPOSAL, IT IS IN THE PRESENT. THE RENAISSANCE OF DOWNTOWN, WHICH HAS HAD AN IMMEASURABLE ECONOMIC IMPACT, NOT ONLY ON THE DOWNTOWN AREA, BUT ON THE REGION AS A WHOLE, IS FRAGILE.

ITS CONTINUED SUCCESS IS NOT A FORGONE CONCLUSION. CONTINUED INVESTMENT IS ABSOLUTELY NECESSARY.

THE CITY OF LOS ANGELES IS PRESENTED WITH AN OPPORTUNITY TO INSURE THAT DOWNTOWN REMAINS THE ECONOMIC DESTINATION WE HAVE ALL WORKED TIRELESSLY TO ACHIEVE, AND IT COMES IN THE FORM OF A NEW STATE-OF-THE-ART STADIUM AND CONVENTION CENTER.

THANK YOU.

**Response to Comment No. 105-5**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-6**

MR. JONES: CAN YOU CALL SIX MORE PEOPLE.

MR. VILLANI: SURELY.

THE NEXT NAMES WILL BE RACHEL TORRES, RICARDO RODRIGUEZ, KEVIN JAMES, PETE WHITE, BECKY DENNISON AND LESLIE WALKER, JUNIOR.

MR. JONES: CAN JOE DONLIN TAKE THE LECTERN, PLEASE.

MR. DONLIN: GOOD AFTERNOON. MY NAME IS JOE DONLIN, WITH SAGE.

A PROJECT OF THIS SIZE WILL HAVE SIGNIFICANT IMPACTS ON HOUSING AFFORDABILITY AND GENTRIFICATION IN THE SURROUNDING AREA, BOTH IN PICO UNION AND IN OTHER COMMUNITIES TO THE NORTH, SOUTH, EAST AND WEST OF THE PROJECT SITE, INCLUDING SOUTH PARK AND MANY OTHERS.

THE D.E.I.R.'S ANALYSIS ON HOUSING MARKET IMPACTS FOUND IN APPENDIX H AND REFERRED TO IN SECTION 6 HAS SIGNIFICANT FLAWS IN ITS METHODOLOGY.

WHILE IT CLAIMS THERE IS LITTLE EVIDENCE OF WIDESPREAD GENTRIFICATION OF THE STAPLE CENTER, THE INADEQUACIES OF THE STUDY DO NOT ALLOW FOR SUCH A CONCLUSION.

THESE INADEQUACIES INCLUDED, FIRST, THE AREA STUDIED INCLUDES ONLY THE PICO UNION NEIGHBORHOOD. GENTRIFICATION IMPACTS NOT ONLY ARE SEEN IN PICO UNION, BUT ALSO CAN BE FOUND IN THE COMMUNITIES TO THE NORTH AND NORTHWEST, TO THE EAST AND TO THE SOUTH OF THE PROJECT.

**Response to Comment No. 105-6**

Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project. Please Refer to Response to Comment No. 16-40 for

information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site.

**Comment No. 105-7**

SECOND, THE ANALYSIS OF GENTRIFICATION RELIES SOLELY ON REAL ESTATE AND HOME MARKET VALUES, RATHER THAN LOOKING AT RENTAL PRICES OVER TIME.

**Response to Comment No. 105-7**

The analysis in the Draft EIR regarding the potential of the Project to impact housing affordability levels in the vicinity of the Project addressed both for-sale and rental values. Although the analysis focused on for-sale values, it used these values as a proxy to assess impacts to rental levels. As stated in Appendix H to the Draft EIR, “[w]hile the data in this trend analysis focuses on the sale value of all units, rental values in a real estate market closely track sales values and represent a proxy indicator of the overall affordability of housing in the community... While this analysis focuses on the value of for sale units in the community [it] is important to recognize that rents are strongly associated with the sales value of residential real estate.” (Draft EIR, Appendix H, pages VI-1 and VI-3.)

**Comment No. 105-8**

THIRD, THE STUDY DID NOT LOOK AT CHANGES OVER TIME OF DEMOGRAPHICS IN PICO UNION OR IN OTHER NEIGHBORING COMMUNITIES.

CHANGES IN HOUSEHOLD AND SIZE, AGE, INCOME, RACE, EDUCATION AND ETHNICITY ARE AMONG THE MANY DEMOGRAPHICS METRICS THAT NEED TO BE EXAMINED OVER TIME WITHIN AND THROUGHOUT THE COMMUNITIES ON ALL SIDES OF THE PROJECTS.

EACH OF THESE INADEQUACIES REPRESENTS A DEPARTURE FROM VERY STANDARD PRACTICES FOR MEASURING GENTRIFICATION AND HOUSING AFFORDABILITY.

**Response to Comment No. 105-8**

Appendix H of the Draft EIR contains a comprehensive analysis of the potential for the Project to result in an increase in housing prices in the Pico Union area. This analysis is summarized in Section VI, Other CEQA Considerations, of the Draft EIR. The Response to Social and Economic Impact Comments contained in Appendix C of this Final EIR

provides additional information in support of the conclusions contained in the Draft EIR that the Project does not have the potential to result in housing displacement. Please Refer to Response to Comment No. 16-40 for information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site.

**Comment No. 105-9**

FURTHER, KNOWING THAT MANY OF THE OPERATIONS JOBS ON THE SITE WILL BE PART TIME AND SEASONAL, THERE WILL BE A NEED FOR ADDITIONAL LOW INCOME HOUSING TO REACH JOBS/HOUSING BALANCE.

**Response to Comment No. 105-9**

Please refer to Response to Comment No. 14-8 for a discussion supporting the Initial Study's conclusion that the Project is not anticipated to induce substantial population growth near the Project Site due to an influx of new residents seeking employment opportunities created by the Project.

**Comment No. 105-10**

FURTHER, KNOWING THAT MANY OF THE OPERATIONS JOBS ON THE SITE WILL BE PART TIME AND SEASONAL, THERE WILL BE A NEED FOR ADDITIONAL LOW INCOME HOUSING TO REACH JOBS/HOUSING BALANCE.

GIVEN THE CUMULATIVE IMPACTS ACROSS THIS PROPOSED PROJECT, THE PROPOSED U.S.C. SPECIFIC PLAN AND DEVELOPMENT ALONG THE EXPO LINE, WE URGE THAT THESE ISSUES BE ADDRESSED AND THE TRUE IMPACTS ON HOUSING, AFFORDABILITY AND GENTRIFICATION ARE MITIGATED THROUGH SIGNIFICANT COMMUNITY BENEFITS, INCLUDING THE FOLLOWING:

FIRST, THE CITY SHALL ADOPT A NO NET LOSS POLICY WITHIN THE IMPACTED AREAS OF THE PROPOSED PROJECT;

SECOND, A.E.G. SHALL PROVIDE SEED FUNDING TO ESTABLISH A HOUSING TRUST FUND, WHICH FUNDS WILL BE DEDICATED TO THE PRODUCTION OF HOUSING AFFORDABLE TO THE EXTREMELY LOW INCOME;

THIRD, A.E.G. SHALL PROVIDE FUNDING FOR AN ADDITIONAL TRUST, WHOSE FUNDS WILL BE DEDICATED TO THE RETROFITTING OF THE EXISTING HOUSING

STOCK TO IMPROVE HABITABILITY AND TO DECREASE SLUM HOUSING CONDITIONS.

THANK YOU.

**Response to Comment No. 105-10**

The Draft EIR, including its analysis of cumulative impacts, is comprehensive and has been prepared in accordance with CEQA requirements. Potential impacts are based on the significance thresholds and methodologies set forth within the City of Los Angeles CEQA Thresholds Guide. The Draft EIR concluded that potential impacts to population and housing would not be significant. Accordingly, no mitigation is required to be implemented pursuant to CEQA. This comment is noted for the administrative record and will be forwarded to the decision makers for review and consideration.

**Comment No. 105-11**

MS. TORRES: GOOD AFTERNOON. MY NAME IS RACHEL TORRES, T-O-R-R-E-S. I'M A RESEARCH ANALYST FOR "UNITE HERE," LOCAL 11, THE HOTEL AND FOOD SERVER WORKERS UNION OF SOUTHERN CALIFORNIA.

WE'D LIKE TO THANK THE CITY OF LOS ANGELES FOR PRODUCING A THOROUGH DRAFT ENVIRONMENTAL IMPACT REPORT.

COMBINED WITH A.E.G.'S COMMITMENT TO OFFSET GREENHOUSE GAS EMISSIONS FROM PRIVATE AUTOMOBILE TRIPS TO THE EVENT CENTER AND THEIR INTENT TO BE LEAD CERTIFIED, THIS PROJECT WILL BECOME THE NEW GOLD STANDARD IN STADIUM CONSTRUCTION.

ON BEHALF OF OUR 20,000 MEMBERS, WE'RE PROUD TO SUPPORT THIS PROJECT. OUR MEMBERS HAVE FACED REDUCED HOURS, STAFF CUTS AND HIGHER COSTS OF LIVING IN THE LAST SEVERAL YEARS. MANY OF THEM LIVE IN PICO UNION.

THE SIGNIFICANT JOB CREATION AS IDENTIFIED IN THIS DRAFT E.I.R. IS CRITICAL FOR THE SURVIVAL OF OUR FAMILIES.

THIS PROJECT IS EXPECTED TO PROPEL THE DEVELOPMENT OF FIVE NEW HOTELS IN THE AREA, WHICH WILL ALSO HAVE THE GUARANTEE OF GOOD JOBS FOR HOTEL WORKERS.

WE'RE ALSO COMMITTED TO SUPPORTING LOCAL HIRING GOALS AND JOB TRAINING OPPORTUNITIES IN THE HOSPITALITY INDUSTRY. THIS PROJECT WILL CREATE SIGNIFICANT ECONOMIC DEVELOPMENT IN DOWNTOWN LOS ANGELES AND NEIGHBORING COMMUNITIES.

WE'RE PROUD TO SUPPORT THE PROJECT. THANK YOU.

**Response to Comment No. 105-11**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-12**

MR. JONES: RICARDO RODRIGUEZ.

MR. RODRIGUEZ (THROUGH THE INTERPRETER): GOOD AFTERNOON. MY NAME IS RICARDO RODRIGUEZ AND I LIVE IN SOUTH LOS ANGELES.

I AM A DAY LABORER OF THE POPULAR EDUCATION INSTITUTE OF SOUTHERN CALIFORNIA, I.D.E.P.S.C.A., THE HEALTH AND HOME PROGRAM OF LA CAN, L-A-C-A-N, AND THE COMMUNITY OF LOS ANGELES.

PARTICIPATING IN THE REVISION OF THE BENEFITS, AND ALSO THE DISADVANTAGES THAT THE STADIUM, THE FOOTBALL STADIUM BRINGS A VALUE OF A 1 -- BILLIONS OF DOLLARS, WHICH WILL BE BUILT NEXT TO THE STAPLE CENTER.

**Response to Comment No. 105-12**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-13**

THE COMMUNITY IN GENERAL AS A WHOLE IS WORRIED BECAUSE OF THE IMPACT THAT IT WILL HAVE IN HEALTH OF THIS COMMUNITY,

**Response to Comment No. 105-13**

The comment is noted. Please refer to Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity.

**Comment No. 105-14**

AND ALSO, IN THE RESIDENTS OF THE AREA THAT WILL BE -- THAT WILL HAVE TO MOVE.

**Response to Comment No. 105-14**

There will be no residential displacement from the development of the Proposed Project. Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project.

**Comment No. 105-15**

THE SOCIAL PHENOMENA THAT WORRIES THE WORKING CLASS, THE LABORERS THAT HAVE BEEN AFFECTED IN THIS RECESSION, THIS ECONOMIC RECESSION IN THE COUNTRY.

WE WOULD KINDLY LIKE TO REQUEST THE SUPPORT OF THE COMMUNITY AND OF THE CITY GOVERNMENT OF LOS ANGELES, CALIFORNIA THAT WOULD LIKE TO PARTICIPATE IN THE -- ANY JOBS THAT WILL RELATE TO THE CONSTRUCTION OF THE PROJECT.

**Response to Comment No. 105-15**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-16**

WE SHOULD BE INCORPORATED ALSO IN THE EDUCATION THAT WILL ARISE FROM THE LABOR UNIONS THAT WILL BE ESTABLISHED FOR OUR EDUCATION AND IN PREPARING THE JOBS INCORPORATED.

THE RECOMMENDATION THAT THE COMPANY, A.E.G., WE'D LIKE TO RECOMMEND THAT THEY CREATE A PROGRAM SPECIFICALLY FOR PEOPLE WITH LACKING

RESOURCES, LIKE LABORERS, THE PARENTS OR EVEN THE FATHERS WHO ARE ACTING AS A MOTHER AND A FATHER IN HOMES IN NEED, AND THE -- AND AS WELL AS THE POPULATION WHO WAS -- WHO -- WHO HAS FACED A BAR OF SOCIAL INTEGRATION WHO WOULD LIKE TO BE SUPPORTED AND APPRECIATED.

**Response to Comment No. 105-16**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-17**

THE SOCIAL GROUPS ASK WHO ARE WORRIED ABOUT OUR POPULATION. WE ARE -- WE HAVE OPENED -- WE ARE OPENING THE DOORS TO DIALOGUE FOR BETTER MENTAL HEALTH AND PHYSICAL HEALTH THAT SPEAKS ABOUT HUMAN RIGHTS.

ALSO, THE LA CAN, L-A-C-A-N, AND I.D.E.P.S.C.A., I-D-E-P-S-C-A, AND THE COMMUNITY ASSEMBLY OF LOS ANGELES, CALIFORNIA.

THANK YOU.

MR. JONES: GRACIAS, SEÑOR.

**Response to Comment No. 105-17**

The comment is noted. Please refer Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity.

**Comment No. 105-18**

KEVIN JAMES.

MR. JAMES: GOOD AFTERNOON. KEVIN JAMES, J-A-M-E-S. I AM A CANDIDATE -- I DON'T KNOW IF YOU WANT TO START THE CLOCK OR NOT.

I'M A CANDIDATE FOR THE MAYOR OF LOS ANGELES. ANY MEDIA OUTLET, WHETHER IT IS THE TELEVISION MEDIA, THE RADIO MEDIA OR THE NEWSPAPERS IN TOWN, ALL RECOGNIZE THAT I AM THE ONLY VIABLE OUTSIDER IN THE FIELD.

I, LIKE MANY OF YOU, WANT FOOTBALL IN LOS ANGELES. MY PURPOSE HERE TODAY IS TO REQUEST 45 DAYS ADDITIONAL TIME FOR REVIEW OF THE E.I.R.

**Response to Comment No. 105-18**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-19**

EVEN A CURSORY REVIEW OF THE E.I.R. REVEALS THE HEAVY USE OF PUBLIC FUNDS, POTENTIALLY BILLIONS OF DOLLARS.

INDEED, JAN PERRY, WHO IS THE HEAD OF THE AD HOC COMMITTEE, INDICATED SHE WAS ONLY ABLE TO GIVE THE E.I.R. A BRIEF, CURSORY REVIEW.

THE E.I.R. INDICATES A QUARTER OF A BILLION DOLLARS IN RAIL CARS ALONE, ACCORDING TO THE ORANGE COUNTY REGISTER, PUBLIC MONEY FOR RAILWAY EXTENSIONS, AN AUXILLARY LANE FOR THE 101, WHICH COULD COST UPWARDS OF A BILLION DOLLARS, ADDITIONAL BUSES AS WELL.

**Response to Comment No. 105-19**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The bonded indebtedness proposed in connection with the Project would be nonrecourse to the City and, therefore, would not represent a financial obligation to the City's general fund.

**Comment No. 105-20**

JUST YESTERDAY, "THE HUFFINGTON POST" PUBLISHED AN ARTICLE ON THE TOPICS THAT CONCERN ME IN MY SPECIFIC CONCERNS.

IN ADDITION, DESPITE BIG ASSURANCES THAT EVERYONE WILL DITCH THEIR CARS AND SEEK LIGHT RAIL, THE NUMBERS DON'T ADD UP.

IN NEW YORK, THE HOME OF THE MOST COMPREHENSIVE PUBLIC TRANSPORTATION SYSTEM IN THE COUNTRY, NO MORE THAN 8,000 FANS TAKE PUBLIC TRANSPORTATION TO JETS AND GIANTS FOOTBALL GAMES.

A.E.G.'S REPORT USED TARGET FIELD IN MINNEAPOLIS AND AT&T PARK IN SAN FRANCISCO AS COMPARISON STADIUMS REGARDING THEIR ASSUMPTIONS AS HOW MANY FOOTBALL FANS WOULD TAKE PUBLIC TRANSPORTATION TO GET TO FARMERS FIELD.

WHAT VIRTUALLY EVERY REPORTER COVERING THE STORY SEEMED TO MISS IS THAT TARGET FIELD AND AT&T PARK ARE BASEBALL STADIUMS.

FARMERS FIELD IS FOR FOOTBALL. FOOTBALL HAS A TAILGATING CULTURE THAT BASEBALL SIMPLY DOES NOT HAVE.

AND AS I TOLD THE ASSOCIATED PRESS REPORTERS AT A.E.G.'S PRESS CONFERENCE, FOOTBALL FANS CANNOT TAKE THEIR BARBEQUE GRILLS AND OTHER TAILGATING EQUIPMENT ON THE SUBWAY.

THANK YOU.

MR. JONES: THANK YOU, MR. JAMES.

**Response to Comment No. 105-20**

The Draft EIR identifies other comparable stadiums in downtown locations or close to transit in page IV.B.1-38 in Section IV.B.1, Transportation, of the Draft EIR. MetLife Stadium (home to the Jets and Giants) is not in a downtown location and has substantially less transit service than the Farmers Field location. Minneapolis and San Francisco are appropriate comparisons because they are large stadiums where their proximity to transit leads to high transit usage. Please also refer to Response to Comment No. 9-18 regarding tailgating.

**Comment No. 105-21**

PETE WHITE.

MR. WHITE: PETE WHITE, W-H-I-T-E, WITH THE LOS ANGELES COMMUNITY ACTION NETWORK.

SO WE ARE HERE ONCE AGAIN REQUESTING A 45-DAY EXTENSION OF THE E.I.R. COMMENT PERIOD SO THAT RESIDENTS HAVE TIME TO REVIEW THE MASSIVE 10,000-PAGE DOCUMENT.

THE CURRENT AND UNREALISTIC 45-DAY COMMENT PERIOD INSISTS THAT RESIDENTS AND STAKEHOLDERS READ, DIGEST AND ANALYZE NINE PAGES PER HOUR, 24 HOURS PER DAY, STARTING THE DAY THE E.I.R. WAS RELEASED UP UNTIL THE COMMENTS ARE DUE.

THIS IS AN UNREALISTIC EXPECTATION AND RAISES MANY DUE PROCESS CONCERNS.

**Response to Comment No. 105-21**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-22**

ADDITIONALLY, AS CONCERNED RESIDENTS AND STAKEHOLDERS, WE EXPECT OUR GOVERNMENT AND ITS DEPARTMENTS TO RESPOND TO OUR CONCERNS.

ON APRIL 19TH, 2012, WE E-MAILED AND SENT MR. LOGRANDE OF THE CITY PLANNING DEPARTMENT A FORMAL REQUEST TO EXTEND THE COMMENT PERIOD BY 45 DAYS.

NEARLY A MONTH LATER, WE HAVE STILL -- WE'RE STILL WAITING TO HEAR YOUR RESPONSE.

**Response to Comment No. 105-22**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-23**

FURTHERMORE, NEIGHBORHOOD PROTECTION PLANS AND COMMUNITY PLANS MUST BE INCLUDED FOR DOWNTOWN L.A. AND THE NORTHERNMOST BOUNDARIES OF SOUTH LOS ANGELES.

**Response to Comment No. 105-23**

Section IV.A, Land Use, of the Draft EIR, concludes that the Proposed Project would result in impacts that are less than significant with regard to consistency with land use plans and compatibility with surrounding land uses. As part of the Project, numerous plans would be implemented including a Transportation Management Plan, a Comprehensive Security Plan, and a Neighborhood Traffic and Parking Management Program. In addition, Community Plans have already been established by the City of Los Angeles. A separate neighborhood protection plan is not necessary to reduce potential impacts of the Proposed Project. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-24**

HOW SUCH A LENGTHY, THOROUGH AND EXPENSIVE E.I.R. COULD SIMPLY LEAVE OUT TWO CONTINGUOUS COMMUNITIES, BOTH WHICH WILL BE GREATLY IMPACTED BY THE DEVELOPMENT AND OPERATION OF FARMERS FIELD, IS VERY TROUBLING.

THIS IS CLEARLY MORE THAN A "OOPS, WE OVERLOOKED IT" MOMENT. I AM LEFT TO IMAGINE THAT THIS IS MORE ABOUT POLITICS THAN FOCUSING ON THE ACTUAL REQUIREMENTS OF AN E.I.R.

SADLY, IT ALSO REINFORCES THAT MONEY AND POLITICS TRUMPS THE HEALTH OF OUR FAMILIES AND COMMUNITIES.

**Response to Comment No. 105-24**

Refer to Response to Comment No. 16-40 regarding impacts to neighboring communities evaluated in the Draft EIR.

**Comment No. 105-25**

WE WILL BE SUBMITTING FORMAL WRITTEN COMMENTS HIGHLIGHTING OTHER AREAS OF CONCERN FOR RESIDENTS AND LEADERS OF OUR COMMUNITY.

WE'RE ALSO EXPECTING HIGHER LEVELS OF SERVICE THAN CURRENTLY PROVIDED BY THE PLANNING DEPARTMENT AND MR. LOGRANDE.

THANK YOU.

**Response to Comment No. 105-25**

This comment does not raise any environmental issues here that are addressed under CEQA. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-26**

MS. DENNISON: BECKY DENNISON, D-E-N-N-I-S-O-N, ALSO WITH THE LOS ANGELES COMMUNITY ACTION NETWORK. AND WE'RE LOCATED HERE IN DOWNTOWN LOS ANGELES.

WE HAVE MANY CONCERNS ABOUT THE E.I.R. AND WE WILL BE SUBMITTING COMMENTS ON NUMEROUS ITEMS ON MONDAY.

WE ARE ALSO IN THE MIDST OF A HEALTH IMPACT ASSESSMENT THAT'S ANALYZING THE PROPOSED PROJECT WITH RESIDENTS LIVING IN ALL IMMEDIATELY SURROUNDING NEIGHBORHOODS OF THE STADIUM, DOWNTOWN, SOUTH L.A. AND PICO UNION, WHICH WE HOPE WILL BE INCORPORATED INTO THE FINAL E.I.R.

**Response to Comment No. 105-26**

This comment notes a forthcoming submittal of a comment letter and a health impact assessment that were subsequently received by the City of Los Angeles and responded to as part of this Final EIR. Refer to the Responses for Comment Letters No. PSR-LA and No. HIP.

**Comment No. 105-27**

FIRST, THE CITY DETERMINED THAT THIS PROJECT WILL NOT IMPACT POPULATION AND HOUSING; AND THEREFORE, IT'S NOT INCLUDED IN THE E.I.R. ANALYSIS.

THIS IS SIMPLY NOT ACCEPTABLE. WE HAVE EVIDENCE OF DIRECT AND INDIRECT IMPACTS OF THE OTHER DEVELOPMENTS AT THIS EXACT SAME SITE, STAPLE CENTER AND L.A. LIVE.

C.E.Q.A. REQUIRES AN ANALYSIS OF THE DISPLACEMENT OF THE SUBSTANTIAL NUMBERS OF PEOPLE, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE, AND THE CITY NEEDS TO REVISIT ITS DETERMINATION THAT THIS WILL NOT OCCUR.

THE IMPACTS ON HOUSING AND POPULATION IN DOWNTOWN L.A. FROM THE STAPLE CENTER AND L.A. LIVE ARE QUITE CLEAR.

THE POPULATION ON THE DOWNTOWN SIDE OF THE PROJECT EXPLODED BETWEEN 2000 AND 2010, WITH ZIP CODES GROWING BY 21 PERCENT, 25 PERCENT AND 99 PERCENT.

DOWNTOWN AND SOUTH L.A. ALSO EXPERIENCED SIGNIFICANT GENTRIFICATION AND DISPLACEMENT AND HOUSING LOSS, INCLUDING DEMOLITIONS OF OUR HOUSING FOR PARKING LOTS THAT SERVE L.A. LIVE.

THESE IMPACTS MUST BE ANALYZED AND MITIGATION MEASURES MUST BE INCLUDED.

**Response to Comment No. 105-27**

Please refer to Response to Comment No. 14-8 for information regarding the Initial Study's conclusions with respect to population and housing and why the Project is not anticipated to result in an increase in housing prices that would have the potential to result in displacement. Please refer to Response to Comment Nos. 14-2, 14-9, 14-15, 14-18, and 14-22 for additional information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project.

**Comment No. 105-28**

I WANT TO JUST RESTATE THAT IT'S UNACCEPTABLE THAT PICO UNION IS THE ONLY NEIGHBORHOOD ADDRESSED IN THE E.I.R. IN A SUBSTANTIVE WAY.

THE E.I.R. SAYS THAT STAPLE CENTER DIDN'T LEAD TO A TRANSFORMATION IN THE AVAILABLE HOUSING STOCK IN PICO UNION. BUT UNFORTUNATELY FOR A.E.G., THE PROJECT DOESN'T SIT IN PICO UNION.

IT SITS IN SOUTH PARK, WHICH HAS EXPERIENCED SOME OF THE MOST DRASTIC GENTRIFICATION, DISPLACEMENT AND IMPACTS ON AVAILABLE HOUSING STOCK IN THE ENTIRE CITY.

SO THE E.I.R. ANALYSIS AND MITIGATION CAN'T ONLY FOCUS BY LOOKING TO THE WEST. THEY NEED TO LOOK NORTH, EAST AND SOUTH AT THE SAME TIME.

AND THE E.I.R. MUST BE REVISED TO INCLUDE THIS ANALYSIS AND PUT NEIGHBORHOOD PROTECTION PLANS AND PLANNING PROTECTIONS FOR BOTH DOWNTOWN AND SOUTH L.A. AND THESE ARE JUST SOME OF THE SHORTCOMINGS THAT MUST BE ADDRESSED BEFORE FINAL APPROVAL.

MR. JONES: THANK YOU.

(APPLAUSE.)

**Response to Comment No. 105-28**

Please Refer to Response to Comment No. 16-40 for information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site.

**Comment No. 105-29**

GO AHEAD, PLEASE. MR. WESLEY WALKER.

MR. WALKER: YES. GOOD AFTERNOON. MY NAME IS WESLEY WALKER, JUNIOR, W-E-S-L-E-Y. CURRENTLY LIVE JUST NORTH OF THE STADIUM SITE ON BIXEL AND MARILYN STREET, AND I LIVE IN AND NEAR THE DOWNTOWN AREA FOR THE PAST 11 YEARS.

I WANT TO MAKE SURE THAT THE A.E.G. PROJECT DOES NOT FORGET THE NEEDS OF THE LOW INCOME, ELDERS AND DISABLED POPULATION AND THAT THE E.I.R. ACCOUNTS FOR OUR HEALTH.

**Response to Comment No. 105-29**

The comment is noted. Please refer Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity.

**Comment No. 105-30**

WITH THE STADIUM WILL COME MUCH MORE TRAFFIC ON TOP OF THE GRIDLOCK THAT ALREADY OCCURRED DUE TO THE STAPLE CENTER AND L.A. LIVE.

**Response to Comment No. 105-30**

This general comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Draft EIR comprehensively analyzed transportation conditions, impacts, and mitigation (refer to section IV.B.1, Transportation, of the Draft EIR). There is no evidence that STAPLES Center or L.A. LIVE created gridlock. On the contrary, the parking and transportation systems serving those facilities continue to work effectively.

**Comment No. 105-31**

THIS PROJECT WILL HAVE A NUMBER OF NEGATIVE IMPACTS ON THE LOWER INCOME, ELDERS AND DISABLED FOLKS.

PEOPLE WITH RESPIRATORY HEALTH RELATED PROBLEMS WILL SUFFER GREATLY FROM THE DECREASE IN AIR QUALITY, FOR EXAMPLE.

**Response to Comment No. 105-31**

The comment is noted. Please refer to Response to Comment No. 18-10, for a discussion of health impacts within the Project vicinity.

**Comment No. 105-32**

ALSO, OVERALL, THERE ARE A LOT OF OLD RESIDENTS IN THE NEIGHBORHOOD WHO RELY ON MANY OF THE HEALTH FACILITIES AND HOSPITALS IN THE AREA.

**Response to Comment No. 105-32**

The Proposed Project does not involve the removal of any health care facilities surrounding the Project Site. The Proposed Project would also not impede access to these facilities. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-33**

I'M VERY CONCERNED ABOUT JUST INCREASING TRAFFIC WILL AFFECT THE EMERGENCY RESPONSE TIME. WHAT IF THERE IS A FOOTBALL GAME GOING ON AT THE SAME TIME AS A BASKETBALL GAME AT THE STAPLE CENTER? ANOTHER EVENT AT CONVENTION CENTER?

YOU CANNOT TELL ME THAT THIS WON'T LEAD TO AN INCREASE OF EMERGENCY RESPONSE TIME FOR AT LEAST THREE TIMES THE USUAL AMOUNT.

**Response to Comment No. 105-33**

As part of the Proposed Project, a TMP will be implemented that includes features that address emergency access and traffic flow, as well as measures to reduce parking and traffic impacts in the areas surrounding the Project Site. In addition, the Proposed Project includes Project Design Feature B.2-3 that precludes the Event Center Project Applicant from holding a ticketed event at the Event Center at the same time as a ticketed event at STAPLES where the combined attendance at both venues would exceed 72,000 spectators. Please refer to Subsection IV.B.2 of Section II, Corrections and Additions, of this Final EIR.

The analyses presented in Sections IV.J.1, Public Services—Police Protection, and IV.J.2, Public Services—Fire Protection, of the Draft EIR conclude that with the implementation of the Applicant's proposed project design features and recommended mitigation measure, Proposed Project impacts with regard to the delivery of routine and emergency police and fire services (e.g., response times) would be less than significant.

**Comment No. 105-34**

I ALSO HAVE A LOT OF CONCERN ABOUT HOW STADIUM PROJECT MIGHT IMPACT COMMUNITY IN TERMS OF HOUSING DISPLACEMENT DUE TO POTENTIALLY HIGH RENT.

THERE IS NO QUESTION THAT STAPLE CENTER AND L.A. LIVE CAUSE GENTRIFICATION IN OUR COMMUNITY AND LED TO A LOSS OF AFFORDABLE HOUSING AND INCREASE IN RENT.

WE ALSO SAW A LOT OF HOUSING UNIT DESTROYED TO MAKE PARKING LOTS. THIS SIMPLY CANNOT HAPPEN AGAIN.

I PERSONALLY THINK THAT IN TERMS OF MITIGATION, A.E.G. MUST CREATE A WAY TO GUARANTEE THEIR HOUSING DEMOLITION DON'T OCCUR AND PROVIDE PARKING FOR ITS FACILITY.

AT LEAST, I PROPOSE A.E.G. PROVIDE SEED MONEY TO CREATE HOUSING TRUST FUNDS WHO FUNDS WILL BE DEDICATED TO PRODUCTION OF NEW AFFORDABLE HOUSING TO EXTREMELY LOW INCOME RESIDENTS WITHIN THE IMPACTED AREA.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. WALKER.

**Response to Comment No. 105-34**

Please refer to Response to Comment Nos. 14-2, 14-8, 14-9, 14-15, 14-18, and 14-22 for information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project and gentrification.

**Comment No. 105-35**

MR. KHAN: GOOD AFTERNOON. MY NAME IS HAMID KHAN AND I'M WITH THE LOS ANGELES COMMUNITY ACTION NETWORK.

AND MUCH HAS ALREADY BEEN STATED BY THE RESIDENTS OF THE AREA ABOUT ISSUES OF CRITICAL IMPORTANCE THAT IMPACT THE LIVES OF THOUSANDS OF ANGELENOS.

I WANT TO READ RE ISSUES AND CONCERNING SURROUNDING THE POLICING OF THIS AREA. AND IF EXISTING L.A.P.D. DOWNTOWN POLICING POLICIES ARE OUR GUIDE, THEN WHAT WE HAVE IS AN EXTREMELY AGGRESSIVE MODEL OF POLICING TOUTED AS SAFER CITIES INITIATIVE, A MODEL BASED UPON THE NOW DEBUNKED BROKEN WINDOWS THEORY.

NOT ONLY HAS THIS SEVERELY IMPACTED AND DEPLACED THOUSANDS OF HOMELESS AND VERY POOR RESIDENTS, BUT A LARGE NUMBER OF RESIDENT CITATIONS HAVE BEEN GIVEN FOR NONVIOLENT BEHAVIOR, IMPACTING BENEFITS ELIGIBILITY FOR THE MOST VULNERABLE AND THE DISRUPTION OF RESOURCES AND NETWORK.

WHAT WE ARE TALKING ABOUT IS BASIC HUMAN DIGNITY AND HUMAN RIGHTS. WHAT I HAVE WITH ME IS A FLIER THAT SURROUNDS THIS PROJECT AND THE STAPLE CENTER.

AND IT SAYS, "IF YOU SEE SOMETHING, SAY SOMETHING." IN ESSENCE, THIS IS A LICENSE FOR RACIAL PROFILING, COUCHED IN THE LANGUAGE OF SECURITY.

WHAT THIS IMPLICITLY SAYS IS THAT IF YOU SEE AN UNDESIRABLE PERSON OR GROUP OF PEOPLE, LET'S GET THEM OUT OF HERE. THE QUESTION IS: WHO IS UNDESIRABLE OR SUSPICIOUS?

WE ALL KNOW, HISTORICALLY AND THROUGH PRESENT TIMES, AS WE HAVE SEEN THE EFFECT UPON FELLOW COMMUNITY MEMBERS DUE TO ACTIONS, POLICIES AND ENFORCEMENT, IT'S PEOPLE OF COLOR, POOR FOLK, YOUNG PEOPLE, AND ON AND ON.

IT'S ENCUMBENT ON THIS BODY THAT, AS WE LOOK AT THIS E.I.R., WE NEED TO BE MINDFUL OF THE IMMENSE POTENTIAL IMPACT DUE TO RACIAL PROFILING AND AGGRESSIVE AND VIOLENT POLICING.

**Response to Comment No. 105-35**

The issue of community policing practices is not an environmental issue under CEQA. LAPD's approach to policing is outside of the Applicants' control. Should community members have concerns or complaints about police services, they can utilize the complaint process for the community that is robust, easily accessible, and transparent.

Further, the LAPD has also created Community-Police Advisory Boards (C-PABS) to provide community members an opportunity to provide information and advice to their respective police department. These advisory groups meet regularly to discuss crime and quality of life issues and can be utilized to address the concerns expressed in this comment.

The Applicant's private security is limited to private property and will not patrol surrounding neighborhoods. In addition, the Applicant is required to abide by all federal non-discrimination policies. "See Something Say Something" is a nationwide campaign by the Department of Homeland Security to engage the public and key frontline employees to identify and report indicators of terrorism, crime and other threats to the proper law enforcement authorities.

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-36**

LASTLY, I WANT TO SAY, WHICH WAS SAID EARLIER, THAT VERY LIMITED ANALYSIS HAS BEEN GIVEN TO LIFE-SAVING, CRITICAL SERVICES DUE TO THE IMPACT OF INCREASED RESPONSE TIME TO SURROUNDING COMMUNITIES DURING EVENTS AS A RESULT OF INCREASED TRAFFIC AND DIVERSION OF RESOURCES TO THE EVENTS CENTER.

**Response to Comment No. 105-36**

As indicated in Response to Comment No. 105-33, as part of the Proposed Project, a TMP will be implemented that includes features that address emergency access and traffic flow, as well as measures to reduce parking and traffic impacts in the areas surrounding the Project Site. The analyses presented in Sections IV.J.1, Public Services—Police Protection, and IV.J.2, Public Services—Fire Protection, of the Draft EIR conclude that with implementation of the Applicant's proposed project design features and recommended mitigation measure, Proposed Project impacts with regard to the delivery of routine and emergency police and fire services (e.g., response times) would be less than significant.

**Comment No. 105-37**

IN THESE HARD TIMES OF FINANCIAL MELTDOWN, I THINK IT'S REALLY CRITICAL THAT WE NEED TO REVISIT THIS AND, YOU KNOW, UNLESS IF AN EXTENSION IS GIVEN, THAT THIS PROCESS MAKES A MOCKERY OF DEMOCRACY, AND THIS PROCESS REALLY MAKES A MOCKERY OF INVITING PEOPLE TO GIVE THEIR COMMENTS.

AND EVEN SOMEBODY FROM CHAMBER OF COMMERCE DOESN'T EVEN HAVE THE TIME TO READ IT PROPERLY. SO THAT GOES TO SHOW WHAT KINDS OF -- WHAT KINDS -- OF WHAT KINDS OF TRANSPARENT PROCESS WE ARE GOING THROUGH.

THANK YOU VERY MUCH.

**Response to Comment No. 105-37**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the

administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-38**

MR. JONES: MR. KHAN, IF YOU WOULD LIKE TO LEAVE YOUR LETTER, MR. CHU WOULD LIKE THAT. THANK YOU.

THERE'S GEORGE BLANCH.

MR. BLANCH: GEORGE BLANCH, A MEMBER OF I.A.T.S.E., WHICH IS THE INTERNATIONAL ALLIANCE FOR THEATRICAL STAGE EMPLOYEES, LOS ANGELES LOCAL 33.

I'M HERE TO GIVE OUR STRONG SUPPORT FOR THIS PROJECT.

I WANT TO REMIND PEOPLE WHAT -- THE JOBS THIS WOULD BRING, THE MONEY THAT WOULD BE SPENT, NOT TO MENTION THAT, UPON COMPLETION, THE TOURISM AND THE BED TAX THAT WE'D BE ABLE TO COLLECT, THIS WOULD BE VERY GOOD REVENUE GENERATING FOR US.

AND I THINK UPON ITS COMPLETION, IT WOULD JUST BE ANOTHER JEWEL IN THE CROWN OF LOS ANGELES THAT WE HAVE GOING DOWN HERE.

AND I THANK YOU ALL.

MR. JONES: THANK YOU, MR. BLANCH.

**Response to Comment No. 105-38**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-39**

TOM BATEMAN.

MR. BATEMAN: GOOD AFTERNOON. MY NAME IS TOM BATEMAN. I AM FROM "BRING BACK THE LOS ANGELES RAMS," AND WE REPRESENT THE FANS WHO WILL COME TO FARMERS FIELD.

I'VE COME HERE TODAY FROM ANAHEIM AND I BROUGHT A FEW FRIENDS WITH ME WHO CAME FROM LONG BEACH, SOUTH BAY, RIVERSIDE COUNTY, WHITTIER AND ORANGE COUNTY.

SO FARMERS FIELD IS GOOD, NOT JUST FOR L.A., BUT ALL OF SOUTHERN CALIFORNIA. NO ONE SITS IN TRAFFIC (SIC), AND AN N.F.L. GAME WOULD BE A CHALLENGE, EVEN IN THE BEST OF CIRCUMSTANCES.

MASS TRANSIT ALTERNATIVES WILL BE AVAILABLE AND MANY FANS WILL SEE THE WISDOM OF USING MASS TRANSIT, DESPITE THE NAYSAYERS WHO SAY SOUTHERN CALIFORNIANS WILL NEVER GET OUT OF THEIR CARS.

ALSO, FARMERS FIELD PRESENTS -- WILL PRESENT A UNIQUE GAME DAY EXPERIENCE FOR FANS. WE WON'T NEED TO BRING OUR GRILLS ON MASS TRANSIT.

CARMAGEDDON SHOWS THAT PUBLIC AWARENESS CAMPAIGNS DO WORK, AND BALL FANS WILL TAKE ADVANTAGE OF THAT. SO WE URGE YOU TO -- WE URGE YOU TO RECOMMEND APPROVAL OF THE ENVIRONMENTAL IMPACT REPORT.

THANK YOU, AND BRING BACK THE LOS ANGELES RAMS.

MR. JONES: THANK YOU, MR. BATEMAN.

**Response to Comment No. 105-39**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-40**

THERE IS A DEBORAH BURTON?

MS. BURTON: MY NAME IS DEBORAH BURTON, B-U-R-T-O-N. I AM A LOW INCOME RESIDENT OF DOWNTOWN L.A. I DO NOT HAVE A CAR AND RELY COMPLETELY ON PUBLIC TRANSPORTATION.

THIS STADIUM AND THE E.I.R. RAISING MANY CONCERNS FOR ME AS A LONG-TIME RESIDENT IN THE NEIGHBORHOOD.

FIRST, THE E.I.R. JUST DON'T REFLECT REALITY IN TERMS OF PUBLIC TRANSPORTATION. RIGHT NOW IN LOS ANGELES, MOST LOW INCOME PEOPLE TAKE TRANSIT. THE AVERAGE INCOME OF BUS RIDERS IS EXTREMELY LOW.

THIS IS NOT WHO WILL BE ATTENDING THIS STADIUM. MOSTLY, N.F.L. ATTENDEES WILL PAY OVER 100 DOLLARS FOR A TICKET, AND WE EXPECT THIS STADIUM TO BE AT THE HIGH END.

**Response to Comment No. 105-40**

This comment noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Please also refer to Topical Response No. 1 regarding transit use.

**Comment No. 105-41**

THEY ARE TELLING US THAT BETWEEN 18 AND 27 PERCENT OF STADIUM-GOERS WILL BE ON TRANSIT, BIKES AND WALKING, BUT THEY DON'T HAVE PROOF OF THAT.

IT DON'T REFLECT THE EXPERIENCE OF STADIUMS, THE STAPLE CENTER OR ANY OTHER FOOTBALL STADIUM IN THE COUNTRY, EVEN WHERE THE TRANSIT SYSTEM IS MUCH BETTER THAN LOS ANGELES.

**Response to Comment No. 105-41**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Please also refer to Topical Response No. 1 regarding transit use.

**Comment No. 105-42**

SECOND, IF THE TRANSIT PROJECTIONS ARE TRUE, WHAT HAPPENED TO THOSE WHO ARE TRANSIT DEPENDENT?

WILL MORE PUBLIC MONEY GO INTO IMPROVING THE TRAIN SYSTEM AT THE EXPENSE OF THE BUS SYSTEM, WHICH IS WHAT MOST PEOPLE OF COLOR RELY ON? WHO WILL PAY FOR THE EXPANSIONS NEEDED?

THE TRANSIT SECTION OF THIS E.I.R. RAISES MORE QUESTIONS THAN ANSWERS. PROOF MUST BE GIVEN THAT SUPPORT REALISTIC TRANSIT PROJECTION.

THEN THE IMPACT OF ADDITIONAL PEOPLE ON TRANSIT MUST BE ANALYZED, BECAUSE I AND OTHERS SHOULD NOT SUFFER TO THE TRANSIT USED TO ATTEND THIS STADIUM.

I WON'T ACCEPT BEING PUSHED ASIDE BY THIS PROJECT, BY A.E.G., THE M.T.A. OR OTHERS INVOLVED IN THIS TRANSIT PLAN.

THE CURRENT REALITIES AND POTENTIAL IMPACT MUST BE REALISTICALLY PRESENTED TO US AND MITIGATED WITH PRIVATE INVESTMENT, NOT THE LIMITED M.T.A. BUDGET THAT IS ALREADY ADVISED AGAINST LOW INCOME RESIDENTS OR RIDERS OF COLOR.

**Response to Comment No. 105-42**

The Proposed Project will not significantly impact existing transit riders or to those who are transit-dependent. There will be no displacement of existing riders or existing capacity from any service. The Draft EIR identifies the additional riders that will be generated by the Proposed Project. These riders can be accommodated by the existing transit service during the Weekday Evening Pre-Event Hour (the P.M. peak hour of traffic) and can be accommodated by providing additional transit service during other times (when service schedules are less frequent). At these other times, transit service increases will use existing transit vehicles that otherwise would be unused and not in service. No new transit vehicles or transit system expansion will be needed. There will be no division of resources from the bus system to the rail system as a result of the Proposed Project. Refer to Section IV.B.1, Transportation, in the Draft EIR for a comprehensive analysis of potential impacts to the transit system, including all rail and bus lines serving the Project Site. Please refer to Response to Comment Nos. 16-24 and 25-3.

**Comment No. 105-43**

LAST, AS SOMEONE WHO HAVE OBSERVED THE DISPLACEMENT THROUGHOUT AND AROUND DOWNTOWN WITH OTHER LARGE DEVELOPMENT, I BELIEVE THE E.I.R. MUST ANALYZE AND DIRECT DISPLACEMENT AND PROVIDE -- FINALLY, TO PROVIDE AFFORDABLE HOUSING.

THANK YOU.

MR. JONES: THANK YOU, MISS BURTON.

**Response to Comment No. 105-43**

Please refer to Response to Comment Nos. 14-2, 14-8, 14-9, 14-15, 14-18, and 14-22 for information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project and gentrification.

**Comment No. 105-44**

JAMES PORTER, PLEASE.

MR. PORTER: MY NAME IS JAMES PORTER AND I BEEN LIVING IN DOWNTOWN L.A. FOR THE PAST 20 YEARS.

ONE OF MY MAIN CONCERNS ABOUT THE IMPACT THAT THE PROPOSED STADIUM PROJECT WILL HAVE ON THE COMMUNITY IS ABOUT PUBLIC SAFETY AND POLICING.

I BEEN IN DOWNTOWN DURING THE REDEVELOPMENT AND I PERSONALLY EXPECT THAT THE NEW DEVELOPMENT COMES FROM PRIVATE SECURITY AND MORE POLICING.

AND I EXPAND (SIC) FIRSHTHAND THE AMOUNT OF RACIAL PROFILING AND HARASSING OF HOMELESS AND LOW INCOME PEOPLE THAT UNFORTUNATELY ACCOMPANIES PROJECTS AND DEVELOPMENT LIKE THIS ONE.

I'M AFRAID THAT WITH THE NEW FARMERS FIELD WILL COME MORE POLICE AND MORE -- MORE PROFILING.

I ALREADY DON'T FEEL COMFORTABLE OR SAFE IN MY NEIGHBORHOOD AND I DON'T WANT TO FEEL WORRIED THAT, ON GAME DAY, I WILL BE HARASSED AND STOPPED BY L.A.P.D. OR PRIVATE SECURITY.

I WANT TO MAKE THAT CLEAR. BECAUSE OF MY RACE, BECAUSE THEY ASSUME THAT I WOULDN'T BE GOING TO A GAME OR A BUSINESS IN THAT AREA.

I WANT ALL CITY AND PRIVATE SECURITY THAT WILL BE GOING TO THE STADIUM TO MAKE A STATEMENT THAT THEY WILL NOT ENACT "QUALITY LIFE POLICING."

IT DOES NOT WORK. IT ONLY LEADS TO HARASSMENT AND PROFILING OF LOW INCOME AND HOMELESS PEOPLE OF COLOR.

**Response to Comment No. 105-44**

The issue of community policing practices is not an environmental issue under CEQA. Nonetheless, the Applicant's private security is limited to private property and will not patrol surrounding neighborhoods. In addition, the Applicant is required to abide by all federal non-discrimination policies.

The LAPD has also created Community-Police Advisory Boards (C-PABS) to provide community members an opportunity to provide information and advice to their respective police department. These advisory groups meet regularly to discuss crime and quality of life issues and can be utilized to address the concerns expressed in this comment.

**Comment No. 105-45**

LASTLY, I WANT TO TALK ABOUT THE 10,000-PAGE E.I.R. AND THE ONLY 45 DAYS WE HAD TO READ AND ANALYZE THIS DOCUMENT.

WE TRIED WORKING WITH A.E.G., CONFISCATED MAYOR, PERRY, ROSENDAHL -- I'M STILL GOING TO FINISH THIS -- AND RAY, AS WELL AS THE HOUSING DEPARTMENT TO GET 90 DAYS EXTENSION.

WE FELT THAT THIS IMPACT WAS TOO GREAT AND THAT THE E.I.R. WAS TOO LONG FOR ONLY 45 DAYS. BUT WE ARE -- I'M GOING TO CUT IT.

WE DEMAND THAT THIS PROCESS MOVE FORWARD, THAT COMMUNITY RESIDENTS HAVE A GREATER VOICE. YOU SAID YOU CARE. THEN SHOW US BY RESPONDING TO OUR RECOMMENDATION.

THANK YOU.

(APPLAUSE)

MR. JONES: THANK YOU.

**Response to Comment No. 105-45**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-46**

MR. RINALD DODSON. GENERAL DODSON.

MR. DOGON: IT'S GENERAL DOGON, D-O-G-O-N, AND I WAS BORN AND RAISED ON SKID ROW, WHERE I PRESENTLY LIVE AND WORK AT THE LOS ANGELES COMMUNITY ACTION NETWORK.

I LIVE IN SKID ROW, BUT IN AN AREA THAT THE NEW DOWNTOWN NOW CALLS THE "HISTORIC CORRIDOR."

AS A DOWNTOWN RESIDENT, ONE OF MY CONCERNS WITH FARMERS FIELD IS PUBLIC SAFETY.

FOR EXAMPLE, WHEN STAPLE CENTER WAS BUILT, IT JUST DIDN'T BRING THE LAKERS AND KOBE, BUT IT ALSO BROUGHT 110 EXTRA POLICE AND DOZEN PRIVATE SECURITY GUARDS AS WELL.

THEY SAID THEY WASN'T GOING TO BE FOCUSING ON COMMUNITY RESIDENTS GOING TO AND FROM THEIR HOME, BUT THAT WASN'T THE CASE.

LOW INCOME RESIDENTS STANDING OUTSIDE THEIR HOME, SMOKING CIGARETTES OR JUST HAVING SOME FRESH AIR, WERE TOLD THEY WERE LOITERING AND HAD TO GO BACK UP IN THEIR UNIT OR KEEP IT MOVING DOWN THE STREET.

MANY OF THE CIVIL AND HUMAN RIGHTS OF LOW INCOME RESIDENTS WERE VIOLATED BECAUSE OF STAPLES AND L.A. LIVE.

NOW, WITH ALL THE NEW CURRENT HYPE OF FARMERS FIELD, THE CENTRAL CITY ASSOCIATION, INCLUDING A.E.G., CONVINCED CHIEF BECK TO SEND 50 MORE COPS DOWNTOWN TO AN AREA THAT ALREADY HAS THE LOWEST PRIME CRIME -- ONE OF THE LOWEST CRIME RATES IN THE CITY.

NOW, THE E.I.R. DESCRIBES EVEN MORE POLICE AND SECURITY THAT WILL BE USED IN AND AROUND THE STADIUM. OF COURSE, STADIUM-GOERS SHOULD BE SAFE, BUT WHAT WILL THAT MEAN FOR US, US BLACK AND BROWN RESIDENTS?

WE BELIEVE IT WILL ONLY RESULT IN MORE LOW INCOME RESIDENTS BEING HARASSED AND MORE OF OUR CIVIL AND HUMAN RIGHTS BEING VIOLATED.

SO MY RECOMMENDATION IS TO THE E.I.R. MUST INCLUDE THE MITIGATING THAT PROTECTS OUR RIGHTS, INCLUDING:

ONE, CREATE A COMMUNITY TASK FORCE TO MONITOR AND REPORT INTERACTIONS BETWEEN POLICE, PRIVATE SECURITY GUARDS AND COMMUNITY RESIDENTS;

TWO, KEEP THE TASK FORCE ACTIVE FOR THE NEXT TEN YEARS;

AND THREE, JUST RELOCATE THIS PLACE TO DODGER STADIUM SOMEWHERE, MAN.

**Response to Comment No. 105-46**

The issue of community policing practices is not an environmental issue under CEQA. LAPD's approach to policing is outside of the Applicants' control. Should community members have concerns or complaints about police services, they can utilize the complaint process for the community that is robust, easily accessible, and transparent.

LAPD has also created Community-Police Advisory Boards (C-PABS) to provide community members an opportunity to provide information and advice to their respective police department. These advisory groups meet regularly to discuss crime and quality of life issues and can be utilized to address the concerns expressed in this comment.

The Applicant's private security is limited to private property and will not patrol surrounding neighborhoods. In addition, the Applicant is required to abide by all federal non-discrimination policies.

**Comment No. 105-47**

MR. JONES: NEXT SIX PEOPLE, PLEASE.

MR. VILLANI: OKAY. THE NEXT SIX PEOPLE ARE SONIA ABDEL, MIKE GRIFFIN, ROSELYN WANG, DAVID PETTIT, OR "PETITE," ZAHIRAH MANN, AND MARCO FRAUSTO.

AND WHILE YOU ALL ARE COMING UP HERE, I'D JUST LIKE TO ANNOUNCE THAT WE HAVE A PAIR OF GLASSES THAT SOMEBODY LEFT BACK THERE. THEY LOOK LIKE THIS (INDICATING). AND IF THEY'RE YOURS, COME ON UP AND I'LL HAND THEM TO YOU.

MR. JONES: MS. ABDEL.

MS. ABDEL: YES. MY NAME IS SONIA ABDEL AND I AM A RESIDENT OF DOWNTOWN LOS ANGELES.

I WAS BORN AND RAISED IN LOS ANGELES AND HAVE BEEN HERE FOR THE PAST 42 YEARS. I HAVE SEEN BASKETBALL AND FOOTBALL TEAMS COME AND GO.

THE MAIN IMPACT I AM CONCERNED ABOUT IS ABOUT EMPLOYMENT AND JOBS. I WORKED FOR TRADE SHOWS AT THE CONVENTION CENTER PART TIME AND ON CALL IN THE LATE 90'S AND EARLY 2000'S.

IF THE NEW STADIUM DOES BRING NEW JOBS, I WANT TO MAKE SURE THAT 50 PERCENT OF ALL PERMANENT JOBS, BOTH FULL TIME AND PART TIME, SHOULD GO TO LOCAL RESIDENTS WITH ZIP CODES IN THE CLOSEST PROXIMITY TO THE PROPOSED STADIUM.

THESE PERCENTAGES OF LOCALLY HIRED EMPLOYEES SHOULD REMAIN A REQUIREMENT AS LONG AS THE STADIUM REMAINS IN OPERATION.

THE E.I.R. STATES THAT MOST JOBS WILL GO TO LOCAL RESIDENTS AND USES THAT FACT TO A.E.G.'S ADVANTAGE. BUT WE NEED GUARANTEES.

THESE JOBS SHOULD PAY A LIVING WAGE, AS DETERMINED BY THE STRONGEST REGULATORY LANGUAGE, AND ALSO INCLUDE FULL BENEFITS FOR ALL EMPLOYEES, FULL AND PART TIME.

THESE JOBS SHOULD BE FOR THOSE LOCAL COMMUNITIES WITH THE HIGHEST RATES OF UNEMPLOYMENT AND TO RESIDENTS WHO ARE DIRECTLY DISPLACED FROM THEIR HOMES AS A RESULT OF THE PROPOSED STADIUM PROJECT.

QUALIFICATIONS FOR THE JOBS PROVIDED BY THE STADIUM PROJECT SHOULD RELATE DIRECTLY TO THE JOB DUTIES AND RESPONSIBILITIES, AND NOT INCLUDE MEASURES TO AIM TO DISQUALIFY LOCAL RESIDENTS, FOR EXAMPLE, SUCH AS CREDIT CHECKS AND ARREST RECORDS.

AND AWARDING THE HIRING PROCESS SHOULD FOLLOW THE STRONGEST REGULATORY LANGUAGE THAT APPLIES.

LASTLY, THE LOCAL HIRING AGREEMENT SHOULD INCLUDE A STRONG MONITORING AND ENFORCEMENT PLAN THAT IS IMPLEMENTED WITH FUNDING FROM A.E.G. AND THAT INVOLVED LOCAL RESIDENTS AND STAKEHOLDERS.

IF THE STADIUM PROJECT GOES THROUGH, IT WILL MAKE THE CITY, THE N.F.L. AND A.E.G. MILLIONS UPON MILLIONS OF DOLLARS. IT IS NOT TOO MUCH TO DEMAND THAT THE COMMUNITY AND A LOCAL RESIDENTS SHARE IN THIS PROSPERITY AND GAIN FROM THE STADIUM BEING BUILT.

A.E.G. SHOULD STEP FORWARD AND GUARANTEE THAT WE ALL BENEFIT FROM THE STADIUM.

MR. JONES: THANK YOU, MISS ABDEL.

DID YOU WANT TO LEAVE YOUR COMMENTS FOR MR. CHU?

**Response to Comment No. 105-47**

This comment does not raise any environmental issues pertaining to the CEQA process. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-48**

MIKE GRIFFIN.

MR. GRIFFIN: HELLO. MY NAME IS MICHAEL GRIFFIN. I'VE BEEN A SOCIAL RESIDENT SINCE 1983. BEEN IN LOS ANGELES COUNTY. I'VE BEEN IN ORANGE COUNTY.

I'VE BEEN EVERYWHERE FROM INDIANA TO L.A., AND I'VE LIVED HERE IN SOUTH CENTRAL, THE HYDE PARK DISTRICT, THE CRENSHAW DISTRICT, THE INGLEWOOD DISTRICT, AND MANY OF THE OTHER EAST L.A. DISTRICTS. I PRESENTLY LIVE IN ORANGE COUNTY.

THIS RAIL SYSTEM THAT THEY HAVE, THE METRO SYSTEM, IS BETTER THAN ANY IN THE NATION. ANY PROBLEMS WITH GETTING TO STAPLE CENTER, ANY PROBLEMS WITH GETTING TO L.A. LIVE, IS OBSOLETE.

ANY WORRIES THAT YOU HAVE, ANY POLICE ISSUES THAT YOU HAVE, ANY HARASSMENT ISSUES WILL BE SOLVED WHEN FARMERS FIELD GETS HERE, WHEN EVERYTHING IS A COMMUNITY AND A FAMILY ENVIRONMENT.

WE DON'T WANT ANY PROBLEMS HERE AND WE ARE GOING TO -- WE ARE GOING TO SOLVE THAT PROBLEM WHEN THE RAMS COME BACK TO LOS ANGELES.

I HAVE BEEN A FAN SINCE 1983. THE MOMENT THAT I WAS BORN, MIKE LANSFORD KICKED THE GAME-WINNING FIELD GOAL AGAINST THE NEW ORLEANS SAINTS TO MAKE THE PLAYOFFS.

LOS ANGELES RAMS HAVE 49 YEARS HISTORIES HERE -- 49 YEARS OF HISTORY HERE IN LOS ANGELES. FROM 1946 TO 1994. THE LOS ANGELES RAMS WERE TORN AWAY FROM SOUTHERN CALIFORNIA.

IN 1980, THEY LEFT LOS ANGELES, THE CITY OF LOS ANGELES, DUE TO CONSTRUCTION ISSUES WITH THE COLLISEUM.

NOW, IF THOSE WERE DEALT WITH AND THE COLLISEUM COMMISSION WAS NOT AT HAND, THE RAMS WOULD STILL BE IN LOS ANGELES.

NOW, THE THING THAT WE NEED TO BE WORRIED ABOUT IS GETTING FOOTBALL BACK TO LOS ANGELES. EVERYTHING ELSE IS EXTRACURRICULAR.

WE DO -- THERE IS NOTHING THAT CONSISTS (SIC) IN THE METRO RAIL SYSTEM THAT YOU CANNOT BRING A GRILL ON TO THE METRO SYSTEM.

WHO SAYS THAT YOU'RE GOING TO LIGHT THAT GRILL ON THE METRO SYSTEM? COME ON NOW. BE SERIOUS. THIS IS L.A. THIS IS SOUTHERN CALIFORNIA. LET'S BRING THE RAMS BACK.

**Response to Comment No. 105-48**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-49**

MR. JONES: ROSELYN WANG.

MS. WANG: GOOD EVENING. ROSELYN WANG, TESTIFYING ON BEHALF OF THE NATURAL RESOURCES DEFENSE COUNCIL. THANK YOU FOR PROVIDING THIS OPPORTUNITY TO COMMENT.

THE N.R.D.C. COMMENDS AND SUPPORTS THE FARMERS FIELD STADIUM ON ITS GOALS AND EFFORTS TO BE ONE OF THE GREENEST STADIUMS IN THE WORLD.

WHILE A.E.G. HAS MADE SUBSTANTIAL EFFORTS TOWARDS SUSTAINABILITY, WE FEEL STRONGER COMMITMENTS CAN BE MADE.

FIRST OF ALL, A.E.G. HAS MADE NO COMMITMENTS TO USE RENEWABLE OR CLEAN ENERGY. SUCH A COMMITMENT IS BOTH FEASIBLE AND NECESSARY IN ORDER TO BE ONE OF THE GREATEST STADIUMS IN THE NATION, LET ALONE THE WORLD.

IN FACT, A.E.G.'S OWN ROSE GARDEN STADIUM IN PORTLAND USES 100 PERCENT ELECTRICITY FROM RENEWALABLE SOURCES.

MORE IMPRESSIVE IS LINCOLN FINANCIAL FIELD, HOME OF THE EAGLES, WHO IS CURRENTLY PLANNING TO BUILD 11,000 SOLAR PANELS, 14 MICRO WIND TURBINES, COMBINED WITH A DUAL FUEL COGENERATION PLAN, WHICH WILL SERVE ALL ITS ENERGY NEEDS AND EVEN SELL ENERGY BACK TO THE GRID.

MOREOVER, BOTH THE ROSE GARDEN STADIUM AND LINCOLN STADIUM PROVIDE MORE WASTE DIVERSION THAN IS CURRENTLY PROMISED BY A.E.G.

ACCORDING TO THE E.I.R. ITSELF, THE SOLID WASTE IMPACTS ARE POSSIBLY SIGNIFICANT.

DESPITE THAT FACT, A.E.G. CURRENTLY ONLY PROMISED 50 PERCENT DIVERSION OF SOLID WASTE, WHILE THE ROSE GARDEN ACHIEVES 60 PERCENT AND LINCOLN CURRENTLY DIVERTS 65 PERCENT.

AS THESE EXAMPLES SHOW, THERE ARE THESE FEASIBLE SOLUTIONS TO MITIGATE AND IMPROVE A.E.G.'S CURRENT SOLID WASTE DIVERSION PLANS.

WE AT THE N.R.D.C. RECOGNIZE THAT A.E.G. HAS MADE GREAT SUCCESSES AND INNOVATIONS IN THE PAST WHEN IT COMES TO BUILDING GREEN FACILITIES. BUT WE ALSO EXPECT A.E.G. TO CONTINUE INNOVATING AND PUSHING THE ENVELOPE.

AT THE VERY LEAST, WE EXPECT A.E.G. TO INCORPORATE THE TECHNIQUES AND TECHNOLOGIES CURRENTLY EMPLOYED AT OTHER STADIUMS, AND ESPECIALLY THEIR OWN FACILITIES.

WE DO NOT DOUBT THAT AN N.F.L. STADIUM WOULD BRING ECONOMIC AND CULTURAL BOON TO THE CITY OF LOS ANGELES.

HOWEVER, ONLY A STADIUM COMPLETELY COMMITTED TO MAXIMUM SUSTAINABILITY ENCAPSULATES THE GREEN, HEALTHY FUTURE LOS ANGELES RESIDENTS HOPE FOR AND DESERVE.

MR. JONES: THANK YOU.

**Response to Comment No. 105-49**

Please refer to Response to Comment No. 18-9 regarding the sustainability features proposed to be implemented as part of the Proposed Project.

**Comment No. 105-50**

DAVID PETTIT.

MR. PETTIT: GOOD AFTERNOON. MY NAME IS DAVID PETTIT, P-E-T-T-I-T. I'M A LAWYER WITH THE NATURAL RESOURCES DEFENSE COUNCIL. I WORK WITH MISS WANG, AND AS SHE SAID, WE SUPPORT THIS PROJECT.

ACTUALLY, FOR THE RAM FANS, WHEN I WAS A KID, I HAD A HELMET JUST LIKE YOU'RE WEARING. GREW UP HERE IN L.A. WAS SAD WHEN THEY LEFT, BUT THEY DID.

**Response to Comment No. 105-50**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-51**

I WAS INVOLVED DIRECTLY IN THE NEGOTIATION OF S.B. 292, WHICH IN PART CREATED THE PROCEDURE THAT WE'RE HERE TALKING ABOUT TODAY.

THERE'S TWO THINGS ABOUT THAT THAT I'D LIKE TO DISCUSS. THE CORE OF S.B. 292 WAS THAT A.E.G. PROMISED TO DO TWO THINGS THEY WOULD NOT OTHERWISE HAVE TO DO.

ONE IS HAVE THE GREATEST DEGREE OF MODE SHIFT OF ANY STADIUM IN THE UNITED STATES. BY "MODE SHIFT," I MEAN GETTING PEOPLE OUT OF THEIR CARS, ONTO PUBLIC TRANSIT, BICYCLING, WALKING, SO FORTH.

THE OTHER THING THEY PROMISED IS THIS ENTIRE PROJECT, INCLUDING THE STADIUM, WOULD BE CARBON NEUTRAL.

AND WHEN THE D.E.I.R. CAME OUT, I WAS DISAPPOINTED TO SEE THERE WAS NO ANALYSIS, ZERO, OF ANY OF THE MEASURES THAT THEY MIGHT TAKE TO REACH EITHER OF THOSE GOALS.

THERE'S -- THE E.I.R. -- THE DRAFT IS FULL OF STATEMENTS: YES, WE'RE GOING TO DO THIS AND IT'S GOING TO BE GREAT AND EVERYONE WILL TAKE THE BUS AND THE LIKE.

BUT THERE'S NO ANALYSIS THAT YOU WOULD EXPECT IN A TECHNICAL ENVIRONMENTAL DOCUMENT AND ALL OF THE APPENDICES AND MODELING RUNS AND THE LIKE, NO ANALYSIS OF HOW MUCH WE CAN EXPECT TO HAVE, EITHER IN TERMS OF AIR QUALITY REDUCTIONS FROM VARIOUS MEASURES, SUCH AS, YOU KNOW, THE BUNDLING OF TICKETS WHERE YOUR TICKET IS A GAME-DAY PASS TO A TRAIN, A BUS SERVICE, LIKE WHEN YOU GO TO THE HOLLYWOOD BOWL.

METROLINK -- I WAS AT METROLINK A COUPLE OF DAYS AGO. THEY SAID THEY WERE READY TO PUT MORE TRAINS ON GAME DAYS, BUT THERE'S NO ANALYSIS IN THE D.E.I.R. WHAT THE SAVINGS WOULD BE IN AIR QUALITY FROM ANY OF THOSE MEASURES.

BY THE SAME TOKEN, THERE'S NO ANALYSIS OF WHAT MEASURES, WHAT -- WHAT CARBON SAVINGS WE WOULD HAVE FOR MANY OF THE MEASURES, INCLUDING OFFSETS THAT A.E.G. MAY IMPOSE IN THE FUTURE.

AND JUST IN CONCLUSION, THEY TOLD US THEY'RE GOING TO DO THESE THINGS, BUT THEY HAVEN'T TOLD US HOW THEY'RE GOING TO DO THEM AND WE CAN'T TELL WHETHER WE'RE GETTING THE MAXIMUM BANG FOR THE BUCK

FROM THE MEASURES THAT THEY SUGGEST, BUT DON'T COMMIT TO, IN THE DRAFT E.I.R.

WE'LL BE SUBMITTING LENGTHY COMMENTS ON MONDAY. THANK YOU VERY MUCH.

MR. JONES: THANK YOU, SIR.

**Response to Comment No. 105-51**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. As a result of the mediation process, the Trip Reduction and Carbon Neutrality Compliance Programs were developed in satisfaction of the requirements of SB 292. Please refer to Topical Response No. 5 regarding SB 292 and Response to Comment Nos. 18-2 to 18-6.

**Comment No. 105-52**

ZAHIRAH MANN? IS THAT CORRECT?

MS. MANN: IT'S ZAHIRAH MANN, Z-A-H-I-R-A-H, MANN.

GOOD EVENING. ZAHIRAH MANN. I'M AN ATTORNEY WITH THE LEGAL AID FOUNDATION OF LOS ANGELES. I REPRESENT A COALITION CALLED "PLAY FAIR FARM AND FIELD."

THEY'RE FOCUSED ON PROTECTING ENVIRONMENTAL AND PUBLIC HEALTH IN THE COMMUNITY SURROUNDING THE PROPOSED PROJECT AREA. I HAVE THREE ISSUES TONIGHT, SIMPLY JUST RELATED TO HOW THE PROJECT IS EVEN DESCRIBED IN THE ENVIRONMENTAL REVIEW.

THE FIRST IS THAT THE BOUNDARIES OF THE PROJECT DO NOT INCLUDE L.A. LIVE. ONE OF THE OBJECTIVES OF THE PROJECT IS TO SYNERGISTICALLY BUILD UPON EXISTING VENUES, INCLUDING STAPLES AND L.A. LIVE, TO CREATE A SPORTS AND ENTERTAINMENT CENTER, RECOGNIZED AT A LOCAL, REGIONAL, NATIONAL, INTERNATIONAL LEVEL.

CLEARLY, THIS PROJECT INVOLVES THE ENTIRE SPORTS AND ENTERTAINMENT DISTRICT, INCLUDING L.A. LIVE, AS THE PHOTO PROVIDED BY MR. TANNER ILLUSTRATES, WHICH YOU CAN SEE STAPLES, FARMERS FIELD AND THE NOKIA THEATER, WHICH IS ON THE L.A. LIVE PROPERTY.

THE PROJECT DESCRIPTION SHOULD REFLECT THIS FACT AND THE BOUNDARIES SHOULD INCLUDE THE ENTIRE AREA, NOT JUST WHAT IS CURRENTLY IN THE E.I.R.

**Response to Comment No. 105-52**

Please refer to Response to Comment No. 16-9 regarding the boundaries of the Project Site.

**Comment No. 105-53**

SECOND, THE PROJECT OBJECTIVES IN THE E.I.R. ARE ARTIFICIALLY NARROW. FAR BEYOND PROVIDING THE UNDERLYING PURPOSE OF THE PROPOSED PROJECT, THE OBJECTIVES ARE SO SPECIFIC THAT THEY DESCRIBE ONLY ONE POSSIBLE PROJECT.

THIS GOES AS FAR AS TO HAVING OBJECTIVES THAT DESCRIBE WHEN THE PROJECT WOULD COME ONLINE, WHICH IS 2012 FOR THE N.F.L.'S 2016 FOR THE N.F.L. SEASON.

SO THAT DESCRIBES THE ACCELERATED RATE AT WHICH THIS PROJECT IS GOING THROUGH THE PROCESS AND THE USE OF THE -- OF THE PROPOSED PROJECT SITE.

**Response to Comment No. 105-53**

Please refer to Response to Comment No. 16-10 regarding Project Objectives.

**Comment No. 105-54**

FINALLY, AN ESSENTIAL ELEMENT OF AN ACCURATE PROJECT DESCRIPTION IS A DISCUSSION OF THE PROJECT'S ECONOMIC CHARACTERISTICS.

RIGHT NOW, THE E.I.R. DOES NOT INCLUDE THAT, YET SO MUCH OF THE PROJECT IS ABOUT THE MARKETABILITY OF THE CONVENTION CENTER.

WE DON'T HAVE ANYTHING TO SUPPORT THE ASSUMPTIONS THAT THIS PROJECT WILL INCREASE THE MARKETABILITY.

FURTHER, IN TERMS OF THE USE OF PUBLIC FUNDS, WE'VE BEEN TOLD THAT THIS PROJECT WILL NOT BE USING PUBLIC FUNDS. BUT AGAIN, THERE IS NOTHING IN THE E.I.R. TO SUPPORT THAT.

THE E.I.R. MUST BE REVISED AND RECIRCULATED WITH AN ACCURATE PROJECT DESCRIPTION THAT COMPLIES WITH C.E.Q.A., AND THE PROCESS AROUND THAT MUST OCCUR IN A MANNER THAT GIVES THE PUBLIC AN ADEQUATE AMOUNT OF TIME TO REVIEW THE DOCUMENTS AND TO COMMENT.

#### **Response to Comment No. 105-54**

As discussed in Topical Response No. 4, Adequacy of Draft EIR, the Draft EIR is comprehensive and has been prepared in accordance with CEQA requirements. Potential impacts are based on the significance thresholds and methodologies set forth within the City of Los Angeles CEQA Thresholds Guide. Please refer to Response to Comment No. 14-2 for information regarding how the analysis in the Draft EIR regarding social and economic impacts complies with the requirements of CEQA and to Response to Comment No. 16-8 regarding the adequacy of the Project Description. The comment does not contain any significant new information regarding the Project that would require recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5.

#### **Comment No. 105-55**

AND ONE FINAL REMARK, APART FROM THE E.I.R., IS THE PROCESS THAT'S GOING ON RIGHT NOW. AT THE BEGINNING OF THE HEARING, YOU ANNOUNCED THE AVAILABILITY OF SPANISH TRANSLATION, BUT YOU ANNOUNCED THAT IN ENGLISH, NOT IN SPANISH.

AND ALSO, WHEN I SPOKE WITH THE INTERPRETER, IT DID SEEM THAT THERE WERE NO HEADSETS AVAILABLE. SO IN TERMS OF PROVIDING LANGUAGE ACCESS, THAT'S ANOTHER ELEMENT FOR CONSIDERATION.

THANK YOU.

#### **Response to Comment No. 105-55**

Although not required under CEQA or SB 292, a Spanish translator was made available at the public hearing held on May 16, 2012, regarding the Draft EIR. In addition, at the April 9, 2012, informational workshop regarding the Draft EIR, six Spanish translators were made available to the public. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-56**

MARCO FRAUSTO.

MR. FRAUSTO: GOOD EVENING. MY NAME IS MARCO FRAUSTO, F-R-A-U-S-T-O. AND I'M PRESIDENT OF FINE WORKERS LOCAL 416 HERE IN LOS ANGELES.

I HAVE THE PRIVILEGE OF REPRESENTING OVER 3,000 WORKING FAMILIES IN LOS ANGELES. AND ON BEHALF OF THOSE WORKING FAMILIES, I'M HERE TODAY TO NOT ONLY STRONGLY SUPPORT FARMERS FIELD, BUT THE DRAFT E.I.R.

AND I ALSO LOOK FORWARD TO SUPPORTING THE FINAL E.I.R., AS WELL AS THE COMMENCEMENT OF CONSTRUCTION AT THE NEW FARMERS FIELD.

THANK YOU.

MR. JONES: THANK YOU.

MR. VILLANI, DO YOU HAVE ANY OTHER NAMES?

MR. VILLANI: YES. THE NEXT SIX NAMES ARE JAVIER CID, DAVID HENDERSON, MICHELLE GARAKIAN, MALCOLM CARSON, TODD WURTH AND LUISA ACOSTA-FRANCO.

AND ALSO, IF YOU'RE LOOKING FOR A PAIR OF GLASSES, POSSIBLY READING GLASSES, WE HAVE THEM UP HERE.

**Response to Comment No. 105-56**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-57**

MR. JONES: JAVIER CID.

MR. CID: YES, SIR. MY NAME IS JAVIER CID, SPELLED J-A-V-I-E-R, LAST NAME C-I-D.

EXCUSE ME. I'M A TEACHER IN THE COMMUNITY OF BOYLE HEIGHTS AND I'M HERE TO SUPPORT THE FARMERS FIELD PROJECT.

I BEEN FOLLOWING THIS PROJECT FOR ABOUT A YEAR NOW. I WANT TO SPEAK TO THE ENVIRONMENTAL IMPACT THAT THE STADIUM'S GOING TO HAVE AFTER IT'S BEEN BUILT.

I AM AWARE THAT A.E.G. HAS PUT TOGETHER A SOLID AND EFFECTIVE PLAN FOR GETTING PEOPLE TO AND FROM THE STADIUM AND THEIR HOME.

I MYSELF AM -- ARE -- I'M ALREADY -- I'M CURRENTLY VISITING VENUES LIKE THE ROSE BOWL, DODGER STADIUM AND L.A. LIVE VIA -- VIA PUBLIC TRANSPORTATION, AND I THINK THE STADIUM IS JUST GOING TO INCREASE THAT AND PROMOTE THE USE OF NOT ONLY PUBLIC TRANSPORTATION, BUT ALSO NON-MOTORIZED VEHICLES.

AND I'M ALSO HERE JUST TO ASK YOU TO KIND OF STREAMLINE THIS FORWARD. 45 DAYS IS, I THINK -- I BELIEVE IS ENOUGH TIME. WE WANT TO GET THIS PROJECT GOING AS SOON AS POSSIBLE.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. CID.

**Response to Comment No. 105-57**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-58**

DAVID HENDERSON, PLEASE.

MR. HENDERSON: YES. DAVID HENDERSON, INTERNATIONAL UNION OF PAINTERS AND L.A. TRADES. I REPRESENT MANY TRADES: PAINTERS, DRYWALL FINISHERS, FOLIER (PHONETICALLY), GLAZIERS, AND ALSO TRADE SHOW INSTALLERS.

I'M HERE TO SAY THAT WE SUPPORT A.E.G. IN ITS COMMITMENT TO BUILD A GREEN STADIUM AND CONVENTION CENTER EXPANSION.

ALSO, WANT TO SAY THAT WE SUPPORT THEIR TIME AND EFFORT THAT'S GONE INTO THE E.I.R., AND ALSO TIME AND EFFORT OF THE CITY PLANNING COMMISSION.

WE'RE HERE TO SAY THAT WE SUPPORT THIS PROJECT AND LOOK FORWARD TO ITS START.

THANK YOU.

MR. JONES: THANK YOU, MR. HENDERSON.

**Response to Comment No. 105-58**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-59**

MICHELLE -- I'M SORRY. I WILL BUTCHER YOUR NAME.

MS. GARAKIAN: IT'S GARAKIAN.

MR. JONES: THANK YOU.

MS. GARAKIAN: MY NAME IS MICHELLE GARAKIAN AND I REPRESENT THE LOS ANGELES BUSINESS COUNCIL. FOR OVER 70 YEARS, THE L.A.B.C. HAS REPRESENTED BUSINESS LEADERS FROM ALL DIFFERENT INDUSTRY SECTORS.

THIS PROJECT IS OF PARTICULAR INTEREST TO US, GIVEN ITS FOCUS ON ECONOMIC AND ENVIRONMENTAL SUSTAINABILITY, KEY ISSUES TO OUR ORGANIZATION.

WE WOULD LIKE TO COMMEND THE CITY FOR PRODUCING THE DRAFT E.I.R. BEFORE US TODAY. IT'S OBVIOUSLY CLEAR THAT THE CITY AND APPLICANT HAVE THOROUGHLY ANALYZED THE IMPACTS TO THIS REGION.

IN THE TRANSPORTATION SECTION ALONE, THE ANALYSIS WILL GO FAR TO INSURE THE BEST TRANSPORTATION MANAGEMENT PLAN POSSIBLE THAT SUPPORTS FARMERS FIELD, PATRONS, CONVENTION CENTER ATTENDEES, VISITORS, RESIDENTS AND EMPLOYEES OF THE DOWNTOWN REGION.

ONE OF THE MOST REMARKABLE ATTRIBUTES OF THIS PROJECT IS THE DEVELOPER'S COMMITMENT TO ENVIRONMENTAL SUSTAINABILITY.

THE STADIUM WILL BE THE MOST ENVIRONMENTALLY FRIENDLY STADIUM IN THE COUNTRY BY, ONE, REDUCING TO ZERO THE NET EMISSIONS OF G.H.G.'S FROM CAR TRIPS TO THE EVENTS.

AND FURTHER, THE DESIGN OF THE PROJECT WILL LEAD TO LEGAL CERTIFICATION UPON ITS COMPLETION.

AND LASTLY, THE COMMITMENT TO USE ENVIRONMENTALLY PREFERABLE LIGHTING, PAPER, SUPPLIES, PRODUCTS ON AT LEAST 50 PERCENT OF THE MONEY SPENT ON THESE PRODUCTS.

THE PROJECT WILL ALSO CONTRIBUTE TO THE ECONOMIC BENEFITS TO THE CITY, AS DEMONSTRATED BY THE LABOR AND BUSINESS COMMUNITY SUPPORT HERE TODAY.

BETWEEN 20,000 AND 30,000 TEMPORARY AND PERMANENT LIVING WAGE JOBS WILL BE CREATED, BILLIONS IN ECONOMIC OUTPUT TO THIS COMMUNITY AND NEW REVENUE GENERATED FOR THE CITY, THE COUNTY AND THE STATE OF CALIFORNIA.

THEREFORE, FOR THIS REASON, L.A.B.C. STRONGLY SUPPORTS THE DEVELOPMENT OF FARMERS FIELD.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU.

**Response to Comment No. 105-59**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-60**

MALCOM CARSON.

MR. CARSON: HELLO. THANK YOU. MY NAME IS MALCOLM CARSON, T-A-R-S-O-N. AND I'M THE MANAGEMENT ATTORNEY FOR THE SOUTH LOS ANGELES OFFICE OF THE LEGAL AID FOUNDATION, REPRESENTING THE "PLAY FAIR AT FARMERS FIELD."

THE DRAFT E.I.R. FAILS TO ANALYZE SEVERAL SIGNIFICANT TRAFFIC AND TRANSIT IMPACTS OF THE PROPOSED PROJECT.

MOST OF THESE FAILURES DERIVE FROM THE ESTIMATION OF THE SHARE OF VISITS TO THE STADIUM FOR EVENTS THAT WILL TAKE PLACE ON NON-AUTO MODES OF TRAFFIC, NON-AUTO MODES OF TRANSIT, FOOT OR BIKE, THAT IS LIKELY TO PROVE OVERLY OPTIMISTIC.

THE SUCCESS OR FAILURES OF THE APPLICANT'S PLAN TO ACHIEVE A NON-AUTOMOTIVE SHARE THAT IS SEVERAL TIMES GREATER THAN WHAT HAS BEEN ACHIEVED IN ANY OTHER SPORTS VENUE IN THE LOS ANGELES AREA WILL PROVE TO PLAY A LARGE PART IN DETERMINING WHETHER THIS D.E.I.R. WILL TURN OUT TO HAVE BEEN A REALISTIC ASSESSMENT OF THE LIKELY IMPACT OF THE PROPOSED PROJECT, OR MERELY AN ELABORATE 10,000-PAGE PIPE DREAM.

ALL OF US IN LOS ANGELES SHARE THE [UNINTELLIGIBLE] DESIRE FOR ANGELENOS TO LEAVE THEIR CARS AT HOME AND FILL OUR TRAINS, BUSES, SIDEWALKS AND BIKE LANES, INSTEAD OF CLOGGING OUR FREEWAYS AND SURFACE INTERSECTIONS.

UNFORTUNATELY, HOWEVER, THE REALITY IS THAT ANGELENOS, PARTICULARLY THOSE ANGELENOS AFFLUENT ENOUGH TO BUY TICKETS TO AN N.F.L. GAME, HAVE NOT SHOWN ANY PROPENSITY TO DO SO IN THE NUMBERS PROJECTED IN THE DRAFT E.I.R.

IT IS NOT THE ROLE OF THE ENVIRONMENTAL REVIEW PROCESS TO INDULGE THE APPLICANT'S FANTASTICAL PROJECTIONS OF THE BEHAVIOR OF L.A. DRIVERS.

C.E.Q.A. REQUIRES THAT THE CITY ANALYZE THE ACTUAL, LIKELY IMPACTS OF THE PROPOSED PROJECT.

A REALISTIC ASSESSMENT OF THOSE IMPACTS WOULD START WITH THE REALISTIC ASSESSMENT OF THE LIKELIHOOD OF ANGELENOS LEAVING THEIR CARS HOME TO ATTEND A MAJOR, HIGH-PRICED, ELITE N.F.L. SPORTS EVENT.

THE DRAFT IMPACT E.I.R. ANTICIPATES THAT FOR WEEKDAY EVENTS, 20 PERCENT OF THE PATRONS WOULD ARRIVE ON TRANSIT AND 7 PERCENT ON FOOT OR BIKE. AND FOR WEEKEND EVENTS, THE NUMBERS ARE 15 AND 3 1/2.

THE APPLICANT WOULD HAVE US BELIEVE THAT, DESPITE THE FACT THAT NONE OF THE MAJOR BALLPARKS IN LOS ANGELES DOES ANYTHING BETTER THAN 5 PERCENT TRANSIT SHARE, AND OF ALL THE PREVIOUS [UNINTELLIGIBLE] IN L.A. COUNTY HAVE USED ESTIMATES OF 5 PERCENT TRANSIT SHARES.

IT ALSO IS -- JUST URGES US TO DO SO, DESPITE THE FACT THAT, AS MENTIONED BEFORE, NO OTHER N.F.L. TEAMS IN THE COUNTRY HAVE ACHIEVED THAT.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. CARSON.

**Response to Comment No. 105-60**

Please refer to Response to Comment No. 16-22, and Topical Response No. 1 regarding transit use.

**Comment No. 105-61**

TODD WURTH; IS THAT CORRECT?

MR. WURTH: YES. GOOD EVENING. MY NAME IS TODD WURTH AND I'M DISTRICT MANAGER WITH FARMERS INSURANCE. THAT MEANS I RUN MY OWN SMALL BUSINESS, AND JUST AS IMPORTANT, I HELP OTHERS START THEIR OWN SMALL BUSINESSES AS WELL.

THE PAST SEVERAL YEARS ALONE, I'VE HELPED OVER 30 LOCAL CALIFORNIANS START THEIR OWN SMALL BUSINESSES. THESE ENTREPRENEURS HAVE HIRED LOCAL RESIDENTS AS THEIR EMPLOYEES AND ARE HELPING TO KEEP THE LOCAL ECONOMY GOING.

I WANT TO COMPLIMENT THE FOLKS WHO WORKED ON THE DRAFT E.I.R. FOR DOING A VERY THOROUGH JOB, LAYING OUT ALL THE POSITIVE ATTRIBUTES THAT THIS PROJECT WILL BRING TO THE CITY AND THE GREATER SOUTHERN CALIFORNIA AREA.

AS A SMALL BUSINESS OWNER AND, IN A WAY, AN INCUBATOR OF SMALL BUSINESSES, I AM EXCITED ABOUT THE INCREASED ECONOMIC ACTIVITY THIS PROJECT WILL BRING, AND NOT JUST IN THE IMMEDIATE AREA AROUND US, BUT ALSO THROUGHOUT THE REGION.

IT'S GREAT THAT THIS PROJECT ITSELF WILL CREATE TENS OF THOUSANDS OF JOBS; HOWEVER, IT IS IMPORTANT TO KEEP STRESSING THE FACT THAT MANY OF THE MITIGATION EFFORTS OUTLINED IN THE DRAFT E.I.R., LIKE IMPROVING PUBLIC TRANSIT, INVESTING IN FREEWAY IMPROVEMENTS AND COMMITTING TO CARBON NEUTRALITY, WILL HAVE BENEFITS FOR ALL OF US WHO LIVE IN SOUTHERN CALIFORNIA.

THANKS FOR GIVING THE OPPORTUNITY TO SHARE MY VIEWS WITH YOU TODAY, AND REST ASSURED THAT MANY OF US SMALL BUSINESS OWNERS THROUGHOUT THE REGION SUPPORT THIS PROJECT AND LOOK FORWARD TO COMING BACK FOR THE GROUNDBREAKING AND EVENTUAL GRAND OPENING.

THANK YOU.

MR. JONES: THANK YOU, MR. WURTH.

MR. VILLANI, CAN YOU CALL SIX MORE NAMES, PLEASE.

MR. VILLANI: SURELY.

BRAD GURNEY, BRIAN CENTER, JAMES CHERRY, MAI LEE, ROCKY PELLACCINO, AND STUART WALDMAN.

**Response to Comment No. 105-61**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-62**

MR. JONES: THE SPEAKER NOW IS GOING TO BE LUISA ACOSTA-FRANCO.

MS. FRANCO: THAT'S CORRECT.

GOOD EVENING. MY NAME IS LUISA ACOSTA-FRANCO AND I'M THE HEAD OF SPECIALIZED DISTRIBUTION AT FARMERS INSURANCE, AND ALSO A PROUD ANGELENA AND LONG-TIME LOS ANGELES RESIDENT.

FARMERS WAS FOUNDED IN L.A. AND HAS KEPT ITS HEADQUARTERS HERE FOR MORE THAN 80 YEARS.

OVER THAT SPAN, WE'VE PROUDLY SUPPORTED LOCAL PUBLIC AND PRIVATE INSTITUTIONS THAT HAVE HELPED LOS ANGELES BECOME THE EXCITING AND VIBRANT CITY THAT WE ALL ENJOY.

LOCALLY, WE EMPLOY ABOUT 2,200 PEOPLE AT OUR FARMERS HEADQUARTERS, AND AS YOU JUST HEARD FROM OUR DISTRICT MANAGER, TODD WURTH, WE ALSO HAVE CLOSE TO 1,200 DISTRICT MANAGERS AND LOCAL L.A. AGENTS HERE.

OUR SUPPORT OF FARMERS FIELD IS, AGAIN, AS I SAID, A CONTINUATION OF THIS RICH LEGACY AND COMMITMENT TO MAINTAINING L.A.'S REPUTATION AS THE BEST CITY IN THE NATION.

I'D LIKE TO COMMEND THE APPLICANT AND THE CITY OF LOS ANGELES FOR RELEASING A COMPLETE AND COMPREHENSIVE DRAFT E.I.R.

THIS DOCUMENT PROVIDES FOR THE MOST THOROUGH ANALYSIS POSSIBLE, RESULTING IN MITIGATION MEASURES WHICH REDUCE ENVIRONMENTAL IMPACTS AND ESTABLISH A FOUNDATION FOR OPERATIONAL PLANS THAT WILL FACILITATE ADDITIONAL ECONOMIC DEVELOPMENT IN DOWNTOWN LOS ANGELES AND ITS NEIGHBORING COMMUNITIES.

IN PARTICULAR, THE DOCUMENT'S CONSISTENCY WITH EXISTING LAND USE PLANS THAT ENCOURAGE AND INCENTIVIZE THE USE OF PUBLIC TRANSIT, THE DEVELOPMENT OF PEDESTRIAN FRIENDLY STREETSCAPE ENVIRONMENTS AND USE OF ALTERNATIVE MODES OF TRANSPORTATION, SUCH AS BICYCLES, ALL CONTRIBUTE TO AN IMPROVED QUALITY OF LIFE FOR BOTH AREA RESIDENTS AND VISITORS OF THE REGION.

IN ADDITION, MANY OF THE MITIGATION MEASURES ARE PERMANENT AND WILL CREATE IMPROVEMENTS THROUGHOUT THE COMMUNITY THAT WILL BENEFIT THROUGHOUT THE ENTIRE YEAR, INCLUDING 10 MILLION DOLLAR CONTRIBUTION FOR ENHANCEMENTS AT THE PICO METRO STATION.

THE PROJECT COMMITMENT TO ACHIEVE AND MAINTAIN CARBON NEUTRALITY BY REDUCING TO ZERO THE NET EMISSIONS OF GREENHOUSE GASES FROM PRIVATE AUTO TRIPS TO THE EVENT CENTER SETS A NEW STANDARD IN STADIUM DEVELOPMENT AND SIGNALS THE DEVELOPER'S COMMITMENT TO CREATE THE MOST SUSTAINABLE PROJECT.

WE ARE EXCITED AT THE PROSPECT OF FARMERS FIELD SERVING AS A TRANSFORMATIVE PROJECT THAT WILL MAKE A POSITIVE COMMITMENT TO THE ENVIRONMENT, SUPPORT SUBSTANTIAL JOB CREATION, AS WELL AS AN INVESTMENT IN OUR COMMUNITIES.

THANK YOU.

**Response to Comment No. 105-62**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-63**

MR. JONES: BRAD GURNEY, PLEASE.

MR. GURNEY: GOOD EVENING. MY NAME IS BRAD GURNEY AND I'M A DISTRICT MANAGER OF FARMERS INSURANCE.

I'VE BEEN A SMALL BUSINESS OWNER FOR 12 YEARS AND HAVE HELPED OVER 30 START THEIR OWN SMALL BUSINESSES THROUGHOUT THE SOUTHERN CALIFORNIA AREA.

I WANT TO ADD MY SUPPORT TO THE WORK AND CONCLUSIONS FOUND IN THE DRAFT E.I.R. AS A LONG TIME RESIDENT/BUSINESS OWNER IN THE AREA, I SUPPORT EFFORTS THAT IMPROVE THE ECONOMIC AND CULTURAL VITALITY OF THE AREA.

THIS PROJECT, AS OUTLINED IN THE DRAFT E.I.R., WILL MOST DEFINITELY BRING LOTS OF IMPROVEMENTS, NOT JUST IN THE NEW CONVENTION CENTER AND

FARMERS FIELD EVENT CENTER, BUT IN IMPROVED TRANSPORTATION, INFRASTRUCTURE AND ENVIRONMENTAL MITIGATION EFFORTS AS WELL.

AS A RESULT, THESE THINGS WILL SPUR EVEN MORE POSITIVE SPIN-OFFS, LEADING TO AN IMPROVED ECONOMY WHERE WE CAN ALL PROSPER.

MUCH WORK HAS GONE INTO MAKING THIS DRAFT E.I.R. ONE OF THE MOST COMPLETE AND COMPREHENSIVE DOCUMENTS OF ITS KIND.

IT OUTLINES COUNTLESS MITIGATION MEASURES TO REDUCE ENVIRONMENTAL IMPACTS, AND ALSO INCLUDES EXCITING DATA FOR THE POSITIVE ECONOMIC IMPACT THIS PROJECT WILL HAVE FOR THE CITY, FOR THE REGION AND FOR THE STATE.

FINALLY, I'D LIKE TO REMIND THIS GROUP THAT ALL OF THE INVESTMENT, ALL OF THE IMPROVED INFRASTRUCTURE AND ALL OF THE MITIGATION EFFORTS WILL NOT BE A ONE-TIME THING. WE WILL BE ABLE TO ENJOY THE BENEFITS OF ALL OF THESE INVESTMENTS FOR DECADES TO COME.

I AND COUNTLESS OTHER SMALL BUSINESS OWNERS AND RESIDENTS THROUGHOUT SOUTHERN CALIFORNIA SUPPORT THE FINDING OF THE DRAFT E.I.R. AND WE LOOK FORWARD TO HAVING THE CITY APPROVE IT QUICKLY SO THAT THIS PROJECT CAN BE BUILT AS QUICKLY AS POSSIBLE.

THANK YOU.

MR. JONES: THANK YOU, MR. GURNEY.

**Response to Comment No. 105-63**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-64**

BRIAN CENTER.

MR. CENTER: HI. MY NAME IS BRIAN CENTER, C-E-N-T-E-R.

I'M THE EXECUTIVE DIRECTOR OF A NONPROFIT CALLED "THE BETTER L.A.," AND WE FUND OUTREACH WORK, WHICH SUPPORTS AND EMPOWERS PEOPLE TO CREATE THE COMMUNITIES THAT THEY ENVISION IN SOME OF THE MOST ISOLATED AND NEEDY COMMUNITIES IN LOS ANGELES.

THE WORK IMPACTS TENS OF THOUSANDS OF PEOPLE, AND I SPEND A LOT OF HOURS THERE SO I THOUGHT IT WAS IMPORTANT THAT I COME BACK AND REPORT ON WHAT I HEAR IN THE COMMUNITY, WHICH IS SUPPORT FOR THIS PROJECT ALONG THROUGH THE ENTIRE PROCESS.

SOME OF THE MARKERS, I THINK, OF WHERE THAT SUPPORT IS COMING FROM IS, ONE, THE INCLUSIVENESS THAT HAS BEEN EVIDENT THROUGHOUT THE PROCESS OF GIVING THE VOICE, AGAIN, TO THE PEOPLE WHO HAVE BEEN VOICELESS IN THE PAST, AND LISTENING TO THEIR CONCERNS.

AND AS I LOOK AT THE PICTURE RIGHT THERE, WHAT'S EXCITING TO ME IS THAT OUR COMMUNITIES HAVE BEEN INCLUDED ALL ALONG, AND I CAN SEE THEM ENJOYING AND PROSPERING FROM THAT PICTURE RIGHT THERE.

OBVIOUSLY, THE JOBS ARE A HUGE ISSUE IN AREAS THAT DESPERATELY NEED IT TO KEEP PEOPLE ENGAGED AND OUT OF POVERTY AND ABLE TO AFFORD HOMES.

AND FINALLY, THE -- THROUGH THE E.I.R., THE COMMITMENT TO THE THOROUGHNESS TO GETTING THE JOB DONE. I THINK THE -- WHAT I'M HEARING FROM THE COMMUNITY IS THAT FAILURE IS NOT REALLY AN OPTION HERE.

AND WHAT I SEE THROUGH THE E.I.R. IS A COMMITMENT TO DEAL WITH EVERY SINGLE ISSUE AND TO GET THAT JOB DONE, REGARDLESS OF POLITICS.

SO THANK YOU FOR YOUR TIME.

**Response to Comment No. 105-64**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-65**

MR. JONES: THANK YOU, MR. CENTER.

JAMES CHERRY, PLEASE.

MR. CHERRY: GOOD EVENING. MY NAME IS JAMES CHERRY, C-H-E-R-R-Y, AND I'M A CURRENT EMPLOYEE OF A.E.G. AND HAVE BEEN FOR THE PAST 12 YEARS.

I AM ALSO A LOCAL RESIDENT OF THE COMMUNITY AND I WOULD LIKE TO THANK YOU FOR ALLOWING ME TO SPEAK.

I APPRECIATE THAT A.E.G. HAS MADE SEVERAL COMMITMENTS TO ADDRESS POTENTIAL IMPACTS OF THE CONSTRUCTION AND OPERATION OF FARMERS FIELD.

THESE COMMITMENTS, SUCH AS INVESTING 10 MILLION DOLLARS IN THE BLUE LINE, IN THE BLUE LINE STATION, THE DEVELOPMENT OF NEIGHBORHOOD TRAFFIC AND PARKING MANAGEMENT PLANS AND ENVIRONMENTAL COMMITMENTS, ARE VERY IMPORTANT.

THE JOBS THAT WILL BE CREATED BY THE PROJECT HAVE THE POTENTIAL TO CHANGE LIVES. HAVING JOBS WITH GOOD WAGES AND BENEFITS WILL PROVIDE STABILITY AND WILL ENABLE US TO PROVIDE FOR OUR FAMILIES.

I THANK THE CITY OF LOS ANGELES AND A.E.G. FOR WORKING TO CREATE AN OPPORTUNITY FOR THE COMMUNITY. THANK YOU.

MR. JONES: THANK YOU, MR. CHERRY.

**Response to Comment No. 105-65**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-66**

SPEAKER: MAI LEE? IS THAT CORRECT?

MS. LEE: YES. THAT'S MAI, M-A-I, LAST NAME IS LEE, L-E-E. I REPRESENT THE MIDNIGHT MISSION, A HUNDRED-YEAR-OLD HUMAN SERVICE ORGANIZATION ON SKID ROW.

FIRST, I WANTED TO THANK THE CITY OF LOS ANGELES AND APPLICANT A.E.G. FOR SUCH A COMPREHENSIVE AND THOROUGH DRAFT OF THE ENVIRONMENTAL IMPACT REPORT.

IT'S VERY BASIC. YOU KNOW, WE HAVE SPENT A HUNDRED YEARS HELPING PEOPLE GET BACK ON THEIR FEET AND REBUILD THEIR LIVES.

AT THE END OF THIS PROJECT WHEN THEY LEAVE US, WE HAVE TO PRESENT THEM WITH THE OPPORTUNITY TO SUSTAIN THAT SUCCESS, AND THROUGH THE SUCCESS IS JOBS.

PEOPLE NEED LIVING WAGE JOBS. AND THROUGH THIS PROJECT, WE'LL CREATE THE OPPORTUNITY FOR PEOPLE TO SUSTAIN THAT AND TO PROVIDE FOR THEIR FAMILIES AND TO PROVIDE FOR GENERATIONS THAT COME AFTER THEM.

SO I'M HERE TODAY TO SUPPORT THIS PROJECT AND TO URGE YOU TO FAST-TRACK THIS, MORE SO THAN WHAT IT IS ALREADY. WE LOOK FORWARD TO OUR PARTNERSHIP AND THE EXCITEMENT AND THE UPLIFTMENT OF OUR COMMUNITY.

THANK YOU SO MUCH.

MR. JONES: THANK YOU, MISS LEE.

**Response to Comment No. 105-66**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-67**

ROCKY PELLICCINO.

AND MR. VILLANI, CAN YOU CALL SIX MORE NAMES.

MR. VILLANI: THE NEXT NAMES ARE NICHOLAS DAHMANN, JEFF LUSTER, BRUCE SAITO, DAVID MENCHACA, LIDIA AGUILAR AND SHOMARI DAVIS.

MR. PELLICCINO: GOOD EVENING. MY NAME IS ROCKY PELLICCINO, P-E-L-L-I-C-C-I-N-O, AND I AM A LABOR LEADER IN THE GREATER LOS ANGELES AREA, AS A BUSINESS REPRESENTATIVE FOR THE SHEET METAL WORKERS' LOCAL UNION NUMBER 105.

WE REPRESENT SOME 6,000 MEMBERS, WITH APPROXIMATELY 40 PERCENT OF OUR MEMBERSHIP THAT LIVE AND SHOP IN LOS ANGELES AND SURROUNDING AREAS.

TWO SPECIAL THANK YOUS, IF I MAY: FIRST, FOR ALLOWING US TO SPEAK BEFORE OUR CITY OFFICIALS HERE; AND SECONDLY, FOR THE CITY OF LOS ANGELES IN BRINGING TO ALL ANGELENOS, WITH A.E.G., A VERY THOROUGH DRAFT ENVIRONMENTAL IMPACT REPORT, ALSO KNOWN AS AN E.I.R. REPORT, WITH SOME 170-PLUS MITIGATION ISSUES THAT HAVE BEEN INTRODUCED IN THIS REPORT, WITH MANY OF THESE THAT ARE DIRECTED TO CONSTRUCTION, AND RIGHTFULLY SO.

IN CONSTRUCTING A PROJECT OF THIS SIZE, THE AREA RESIDENTS -- AND I HOPE THE BROTHERS AND SISTERS IN THIS ROOM TONIGHT HEARS THIS -- THAT THE AREA RESIDENTS SHOULD BE A TOP PRIORITY, FOR THEIR SAFETY.

AND LISTENING TO A.E.G. ON MANY OCCASIONS THAT I HAVE, THEY HAVE ASSURED THAT THE AREA RESIDENTS WILL BE PROTECTED AT ALL TIMES.

A.E.G. HAS A PERFECT RECORD OF KEEPING THEIR WORD TO THE COMMUNITY. YOU HAVE READ, READ AND READ AND HEARD, HEARD AND HEARD ALL THE GREAT THINGS THAT THIS PROPOSED PROJECT WILL BRING TO OUR GREAT CITY, WHICH WE ARE IN DIRE NEED OF.

AMOUNTS OF MONIES THAT HAVE ALREADY BEEN SPENT, TO THE FINAL DOLLAR THAT HAD BEEN PROMISED TO MAKE THIS DREAM A REALITY FOR MANY OF US ANGELENOS, IS OFF THE CHART.

WE ARE HERE TONIGHT AS A TEAM. OUR TEAM IS 100 PERCENT COMMITTED IN JOB CREATION, WHICH IS IDENTIFIED IN THIS E.I.R. REPORT.

OUR TEAM IS 100 PERCENT COMMITTED IN LOCAL HIRING AND OPPORTUNITIES AND CHOICE OF JOINING APPRENTICESHIP PROGRAM.

OUR TEAM IS HEREIN BY INTRODUCING ANOTHER SORT OF AN E.I.R. HOW ABOUT “E” FOR “EL TEPEYAC” OF BOYLE HEIGHTS, A TRUE ANGELENO RESTAURANT?

HOW ABOUT “I” FOR “INTEREST” THAT MIGHT BRING MANY PRIVATE GROUPS TO BRING THEIR FLARE TO LOS ANGELES?

AND HOW ABOUT “R” FOR “ROSCOE’S HOUSE OF CHICKEN AND WAFFLES” WILL BE HERE ALSO?

THAT IS THE OTHER SIDE OF THIS PROPOSED PROJECT, WITH MANY MORE HEARTFELT SMALL BUSINESS OWNERS THAT CAN REACH THE AMERICAN DREAM.

HERE TONIGHT, LET’S TEAM UP. LET’S SHOW AMERICA AND THE WORLD THAT LOS ANGELES GETS IT.

OUR TEAM KNOWS HOW TO CREATE JOBS, STIMULATE GROWTH FOR OUR FRAGILE ECONOMY, AND YES, A 10,000-PAGE, 26 MILLION DOLLAR E.I.R. REPORT WITH FULL TRANSPARENCY, FRONT TO BACK.

IN CLOSING, IT’S TIME, LADIES AND GENTLEMEN, TO STEP UP TO THE PLATE. OUR VISION IS SIMPLE: JOBS, REVENUE, OPPORTUNITIES. NOW, THAT IS A GAME-WINNING TOUCHDOWN.

THANK YOU AND GOD BLESS.

(APPLAUSE.)

**Response to Comment No. 105-67**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-68**

MR. JONES: STUART WALDMAN.

MR. WALDMAN: GOOD EVENING. I'M STUART WALDMAN. I'M PRESIDENT OF THE VALLEY INDUSTRY AND COMMERCE ASSOCIATION. WE HAVE OVER 350 MEMBERS WHO'VE CREATED OVER 100,000 JOBS IN LOS ANGELES.

FIRST, I'D LIKE TO THANK THE CITY OF LOS ANGELES FOR THEIR EFFORTS ON THE DRAFT E.I.R.

A PROJECT THIS BIG WILL ALWAYS HAVE CONCERNS. IT IS CLEAR THAT THE CITY AND THE DEVELOPER WORKED HARD ON THIS ANALYSIS.

IN THE TRANSPORTATION AND PARKING SECTION ALONE, THE ANALYSIS OF 180 INTERSECTIONS AND 45 FREEWAY RAMPS WILL GO FAR TO INSURE THAT THE BEST TRANSPORTATION MANAGEMENT PLAN POSSIBLE IS DEVELOPED THAT SUPPORTS THE MOVEMENT OF FARMERS FIELD PATRONS, CONVENTION CENTER ATTENDEES, VISITORS, RESIDENTS AND EMPLOYEES IN THE DOWNTOWN REGION.

THE DRAFT E.I.R. ALSO IDENTIFIES OVER 170 MITIGATION MEASURES THAT WILL REDUCE OR ELIMINATE PROJECT IMPACTS.

THE DEVELOPER IS FURTHER COMMITTED TO MAKE FARMERS FIELD THE MOST ENVIRONMENTALLY FRIENDLY STADIUM IN THE COUNTRY BY REDUCING TO ZERO THE NET EMISSIONS OF GREENHOUSE GASES FROM PRIVATE AUTOMOBILE TRIPS TO THE EVENT CENTER, DEVELOPING ADDITIONAL MEASURES TO REDUCE THE NUMBER OF AUTO TRIPS TO FARMERS FIELD SO THAT IT IS BEST IN THE NATION, DESIGNING THE PROJECT SO THAT IT ACHIEVES ITS LEAD CERTIFICATION WHEN IT IS COMPLETED.

LASTLY, THE PROJECT'S ABILITY TO ACHIEVE THE STATED PROJECT OBJECTIVES IN THE DRAFT E.I.R. WILL PLAY A CRITICAL ROLE IN THE CONTINUED AND ECONOMIC REVITALIZATION OF THE REGION AND FURTHER STRENGTHENING OF THE ENTERTAINMENT, CONVENTION AND TOURISM INDUSTRIES.

WE SUPPORT THE DEVELOPMENT OF FARMERS FIELD, SERVING AS A CATALYST FOR ECONOMIC REVITALIZATION IN THIS CITY.

THANK YOU.

MR. JONES: THANK YOU.

**Response to Comment No. 105-68**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-69**

THE NEXT PERSON IS NICHOLAS DAHMANN.

MR. DAHMANN: GOOD EVENING, NOW. DAHMANN IS D-A-H-M-A-N-N. I'M AN ACADEMIC AT U.S.C., AND I'M AN EXPERT CONSULTANT WITH THE LOS ANGELES COMMUNITY ACTION NETWORK.

AND OVER THE PAST YEARS, I'VE TAUGHT A COURSE, "ENVIRONMENT AND ETHICS," AND I WILL DO SO AGAIN THIS COMING YEAR.

WITH THAT SAID, I CAN TELL WHEN THE CLASS HASN'T DONE THEIR READING. THE PAST ASSININE LOGORRHEA, THIS FLOWING OF SUPERLATIVES, IS ONLY THE TIP OF THE ICEBERG.

"THE MOST COMPLETE," "COMPREHENSIVE," "THOROUGH," "THOROUGH," "THOROUGH." THIS SAYS SOMETHING ABOUT THE FORM OF THE E.I.R., BUT NOTHING, NOTHING TO DO WITH ITS CONTENT.

IN CLASS, WHEN PEOPLE HAVEN'T DONE THEIR READING, WE USUALLY SIT THERE SILENTLY. BUT TODAY WE'VE HEARD TALKING POINTS REPEATED AGAIN AND AGAIN AND AGAIN.

WE'VE HEARD BLIND SUPPORT FOR AN E.I.R. THAT I THINK MIRRORS WHAT HENRY KISSINGER, A CONVICTED WAR CRIMINAL, CALLED, QUOTE, "CONSTRUCTIVE BLURRING."

IN OTHER WORDS, WE'VE BEEN MESMERIZED, SATISFIED AND STUPIFIED. THIS IS UTTERLY, UTTERLY A DISGRACE.

**Response to Comment No. 105-69**

Refer to Topical Response 4, Adequacy of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-70**

THE E.I.R. RECOGNIZES A NUMBER OF DIFFERENT DEFINITIONS FOR WHAT CONSTITUTES AN ENVIRONMENT. IN CLASS, WE EXPLORE THESE, BUT AS HAS BEEN STATED, THE VERY NOTION THAT THIS PROJECT WOULD NOT AFFECT OR NOT IMPACT THE POPULATION AND HOUSING IS INCOMPREHENSIBLE.

I'VE WORKED OVER THE PAST TEN YEARS AROUND HOUSING AND POLICING, PARTICULARLY LOOKING AT DISPLACEMENT AND CRIMINALIZATION, AND I CAN TELL YOU THAT THE ACADEMIC RESEARCH DOES NOT SUPPORT WHAT MANY OF THE FOLKS HAVE SAID TODAY ABOUT A MULTIPLIER AFFECTS THE GREAT ECONOMIC BENEFITS.

AS, AGAIN, HAS BEEN PUSHED BY NUMBERS OF COMMUNITY SUPPORTERS, THE ECONOMIC CHARACTERISTICS, THE USE OF PUBLIC FUNDS, ALTERNATIVES, THE BOUNDARIES OF THE AREAS AFFECTED ARE INCOMPLETE, TO SAY THE BEST.

**Response to Comment No. 105-70**

Please refer to Response to Comment Nos. 14-2, 14-8, 14-9, 14-15, 14-18, and 14-22 for information regarding housing displacement and affordability levels of residential housing in the vicinity of the Project as well as gentrification. Please refer to Response to Comment No. 14-2 for information regarding how the analysis in the Draft EIR regarding social and economic impacts complies with the requirements of CEQA. Please refer to Response to Comment No. 16-40 for information regarding why the social and economic impacts analyzed in the Draft EIR with respect to Pico Union are representative of the potential impacts in other communities in the vicinity of the Project site.

**Comment No. 105-71**

THIS IS NOT A DRAFT. THIS IS A FIRST SCRIPT. 10,000 PAGES MAY BE LONG, BUT IT IS NOT THOROUGH. THE COMMUNITY DESERVES BETTER.

THIS IS ABOUT LIVES HERE IN LOS ANGELES, NOT L.A. LIVE, THIS THING OWNED BY A 7-BILLION-DOLLAR INDIVIDUAL IN THE WORLD'S LARGEST SPORTS AND ENTERTAINMENT COMPANY IN THE WORLD.

I DON'T CARE HOW MUCH THIS COSTS. THIS NEEDS TO BE DONE BETTER AND IT NEEDS TO BE DONE AGAIN.

THANK YOU.

**Response to Comment No. 105-71**

The Commenter does not provide any specific comments here regarding why or how they believe the Draft EIR is not a thorough document. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. The Commenter is also referred to Topical Response No. 4, Adequacy of the Draft EIR.

**Comment No. 105-72**

MR. JONES: JEFF LUSTER, PLEASE.

IS THERE A JEFF LUSTER, L-U-S-T-E-R, AT MAJOR PROPERTIES?

OKAY. BRUCE SAITO. IS THERE A BRUCE SAITO?

OKAY. DAVID --

MR. MENCHACA: MENCHACA.

MR. JONES: THANK YOU.

MR. MENCHACA: GOOD EVENING, LADIES AND GENTLEMEN. MY NAME IS DAVID MENCHACA, M-E-N-C-H-A-C-A, AND I'M A LIFETIME RESIDENT OF LOS ANGELES COUNTY.

I WAS BORN AND RAISED HERE, AND ONE OF THE GREATEST MEMORIES OF MY LIFE WAS GOING TO MY FIRST LOS ANGELES RAMS GAME WHEN I WAS A KID, AND IT SHAPED WHO I AM TODAY.

FIRST, I'D LIKE TO THANK THE CITY OF LOS ANGELES FOR HOSTING THIS FORUM, AND THIS IS TRULY, TO ME, DEMOCRACY IN ACTION.

WE SHOULD ALL BE PROUD OF THIS PROJECT AND THE PROCESS AND THE FACT THAT WE HAVE THREE PROFESSIONAL SPORTS TEAMS PLAYING IN THE PLAYOFFS RIGHT NOW.

WELL, AT LEAST ONE TEAM IS COMPETING. I DON'T KNOW ABOUT THE OTHER TWO.

AND WITH THE AMOUNT OF ACTIVITY TAKING PLACE RIGHT HERE IN DOWNTOWN TODAY, WHAT WOULD WE HAVE THOUGHT ABOUT THE STAPLE CENTER IF WE HAD "RENT" THIS NOTION THAT, OH, MY GOD, THREE TEAMS WILL BE PLAYING IN THE PLAYOFFS, ALL AT THE SAME TIME? WHAT ARE WE GOING TO DO?

WELL, ACTUALLY, WHAT WE WOULD DO IS CASH IN ON THE REVENUE THAT'S BEING GENERATED BY THIS ACTIVITY AND FOR OUR CITY.

THE IDEA THAT WE ARE TALKING ABOUT EIGHT N.F.L. GAMES OVER THE COURSE OF FOUR MONTHS, AND TO ME, IT SOUNDS LIKE WE'RE DEMONIZING THE ENTIRE PROCESS OF THE E.I.R. WHEN IT HAS BEEN COMPLETED AS REQUESTED, ON TIME.

AND IT MAY HAVE RATTLED A FEW, BUT IT CERTAINLY HAS COMPLETED THE PROCESS.

SO WHAT'S NOT BEING HEARD TODAY IS FROM THE 15 PERCENT UNEMPLOYMENT THAT WE FACE IN OUR STATE.

WHAT WE'RE NOT HEARING FROM TODAY ARE THE PEOPLE THAT ARE OUT OF WORK AND UNEMPLOYED AND NEED JOBS.

AND THEY WOULD FILL THIS ROOM AND TELL YOU THAT THEY WOULD LOVE TO GO BACK TO WORK, THAT THEY WOULD LOVE TO PUT FOOD ON THEIR TABLE, THAT THEY WOULD LOVE TO BE ABLE TO SUPPORT THEIR FAMILY.

WITH THIS PROJECT, WE'LL LOOK AT LOCAL HIRING GOALS, JOB TRAINING OPPORTUNITIES, OPPORTUNITIES FOR YOUNG PEOPLE TO GET JOBS, NEW PARKS AND GREEN SPACE AND DEVELOPMENT, OPPORTUNITIES FOR SMALL BUSINESS, IMPROVEMENTS IN PUBLIC TRANSPORTATION, NEIGHBORHOOD PROTECTION PLANS.

I THINK EVERYTHING THAT HAS BEEN OUTLINED IN THE E.I.R. IS SOMETHING THAT A.E.G. WILL STAND BEHIND BECAUSE THEY'RE COMMITTED TO HELPING LOS ANGELES COUNTY GROW.

AND WHAT WE NEED RIGHT NOW IS WE NEED FARMERS FIELD. THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. MENCHACA.

**Response to Comment No. 105-72**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-73**

LIDIA AGUILAR.

MS. AGUILAR (THROUGH THE INTERPRETER): HELLO. MY NAME IS LIDIA AGUILAR. SHE IS GOING TO TRANSLATE EVERYTHING.

THE INTERPRETER: I HAVE TRANSLATED ALL THE COMMENTS THAT MISS AGUILAR HAS AND I WILL PROCEED TO READ THEM IN ENGLISH.

“MY NAME IS LIDIA AGUILAR AND I LIVE IN THE PICO UNION SINCE 2010. I’M CURRENTLY SETTING A COURSE IN HOW TO PROMOTE COMMUNITY HEALTH AND THROUGHOUT THE COMMUNITY, HEALTHY.”

MR. CHU: I’M SORRY. COULD YOU GO A LITTLE BIT SLOWER FOR THE REPORTER.

THE INTERPRETER: (READING):

“I’M ALSO A VOLUNTEER IN THE HEALTH PROJECT OF I.D.E.P.S.C.A., I-D-E-P-S-C-A. THIS IS WHY I’M CONCERNED ABOUT HEALTH FOR THE ELDERLY.

“THE CONSTRUCTION OF THIS STADIUM WILL AFFECT PRIMARILY MY HEALTH. I SUFFER FROM ALLERGIES DUE TO DUST, CHEMICALS AND SMOKE.

**Response to Comment No. 105-73**

The Draft EIR concluded that the Project would generate significant regional VOC, CO, and NO<sub>x</sub> impacts during the most intense construction activities, even with incorporation of all feasible mitigation measures. From a localized standpoint, in which nearby residents could potentially be impacted by construction emissions, localized construction emissions were compared to the SCAQMD localized screening thresholds, and it was determined that localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions were less than significant.

NO<sub>x</sub> construction emissions exceeded the SCAQMD screening threshold and, therefore, detailed dispersion modeling was conducted. As shown in Table IV.F.1-17, Mitigated Proposed Project—Maximum Ambient Construction NO<sub>2</sub> Pollutant Impacts, on page IV.F.179 of Section IV.F.1, Air Quality, of the Draft EIR, localized NO<sub>2</sub> impacts would be less than significant for nearby residences for short-term NO<sub>2</sub> impacts and only significant for annual NO<sub>2</sub> impacts for the Ritz-Carlton Residences at L.A. LIVE (referred to as Maximum Residential in the table). Please note that the Proposed Project would also result in less than significant health risk impacts (acute, chronic, and carcinogenic).

**Comment No. 105-74**

“THE COMMUNITY WOULD ALSO FACE TRAFFIC JAMS DUE TO EXCESSIVE TRAFFIC.

**Response to Comment No. 105-74**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration. Traffic impacts for intersections and freeway are addressed in Section IV.B.1. Transportation in the Draft EIR.

**Comment No. 105-75**

“ALSO, WE DON'T COUNT THE GREEN AREAS WHERE PARENTS AND THEIR KIDS CAN GO OUT TO OR EXERCISE, FOR THAT MATTER.

**Response to Comment No. 105-75**

As discussed on pages IV.C-40 through IV.C-43 of Section IV.C, Aesthetics/Visual Resources, of the Draft EIR, proposed open space areas, including plazas, sidewalks and permeable areas (i.e., landscaping), would comprise approximately 24 percent of the Project Site. Also refer to Response to Comment No. 9-25 and Topical Response 6, Gilbert Lindsay Plaza Redesign.

**Comment No. 105-76**

“THERE WILL ALSO BE A LOT OF POLICE SURVEILLANCE, BUT NOT MEANT FOR THE COMMUNITY OR FOR THE POOR. IT WOULD ONLY BE FOR THE PROTECTION OF THE UPPER CLASS.

**Response to Comment No. 105-76**

Refer to Response to Comment No. 105-46. The issue of community policing practices is not an environmental issue under CEQA. Nonetheless, the Applicant is required to abide by all federal non-discrimination policies.

**Comment No. 105-77**

“WE HAVE SOME RECOMMENDATIONS TO THE MEMBERS OF A.E.G. AND CITY COUNCIL. WHY DO YOU HAVE TO BUILD A STADIUM HERE?”

“ONE ALTERNATIVE IS TO BUILD IT IN THE CHINATOWN AREA NEAR UNION STATION, WHERE THERE IS SOME AVAILABLE LAND. ALSO, PUBLIC TRANSIT IN THAT AREA IS VERY ACCESSIBLE AND IT WOULDN'T AFFECT THE COMMUNITY.

“ANOTHER OPTION IS TO BUILD A SMALLER STADIUM AND INCLUDE A PARK, MORE GREEN AREA FOR OUR COMMUNITY FOR OUR RECREATION.

**Response to Comment No. 105-77**

Potential sites in the Union Station/Chinatown area, such as the Cornfields or the Union Pacific transfer yards to the north, are not available for a stadium use and do not have comparable freeway, roadway, transit, or parking infrastructure readily accessible. Further, none of these alternative sites for the Proposed Project would provide the dual advantage of proximity to both mass transit and the existing Los Angeles Convention Center. The existing Project Site is one of the best transit-served locations in the region and takes full advantage of the billions of dollars the public has invested in the region's mass transit system. While sites in the Union Station/Chinatown area, such as the Cornfields or the Union Pacific transfer yards, offer transit access, they are not near the Convention Center and are not owned by the City or the Project Applicant. For these reasons, alternative sites in the Union Station/Chinatown area are not a reasonable alternative location for the Project. Refer also to Response to Comment Nos. 14-35 and 16-75.

With respect to the comment regarding an option to build a smaller stadium, Alternative 3, discussed in Section V, Alternatives, of the Draft EIR, provides a Reduced Intensity Alternative in which the height of the Event Center would be reduced from 220 feet to 200 feet, and the number of seats would be reduced from 72,000 to 61,500 seats. Refer also to Response to Comment Nos. 14-33, 16-77, and 16-80.

With the redevelopment of Gilbert Lindsay Plaza that would occur under the Proposed Project, this large area would be reclaimed as an open space area available to the on-site uses and to the South Park and other nearby neighborhoods, as well as for all of Los Angeles. The 4.48-acre open space (encompassing the area from the edges of the Los Angeles Convention Center and STAPLES Center to the back of the curbs on Pico Boulevard and Figueroa Street) will include a large green that can accommodate outdoor movies, festivals, and public gathering, and can also be one of the planted areas used for on-site stormwater management. The Plaza will also feature a grove/garden setting with outdoor seating and water features. In addition, the Gilbert Lindsay Memorial would be relocated within the Plaza's pedestrian area, and new public art elements, a 3,000-square-foot cafe and community-serving building with surrounding outdoor plaza at the corner, and formal and informal spaces for farmers markets, gathering with friends, and passive recreation, would also occur within the proposed plaza.

The Plaza redesign will encompass over 96,000 square feet of permeable area, including waterwise planted areas with drought tolerant plants and permeable surfaces. This is compared to 18,031 square feet of permeable surface currently in the Plaza. There are 164 new trees proposed to be included in the Plaza space. In addition, ten coral trees that are currently in the Plaza would be relocated within the Plaza. Of the proposed 164 new trees, 58 are street trees in double rows along Figueroa Street and Pico Boulevard. A total of 72 trees are currently located in the Plaza; thus, the Proposed Project would result in a net increase of 102 trees within the Plaza.

This comment is noted for the administrative record and will be forwarded to the decision-makers for their review and consideration.

**Comment No. 105-78**

“ALSO, YOU COULD PROVIDE FUNDS THAT WILL PROMOTE COMMUNITY DEVELOPMENT AND MORE RESOURCES FOR LOCAL RESIDENTS.

“THANK YOU.”

MR. JONES: THANK YOU.

**Response to Comment No. 105-78**

A Community Benefits Agreement will be implemented as part of the Proposed Project and will include various community measures and programs. This comment is

noted for the administrative record and will be forwarded to the decision-makers for their review and consideration.

**Comment No. 105-79**

SHOMARI DAVIS.

MR. DAVIS: GOOD EVENING. MY NAME IS SHOMARI DAVIS, S-H-O-M-A-R-I, DAVIS. PROBABLY PRETTY EASY.

I REPRESENT OVER 7,000 ELECTRICIANS IN LOS ANGELES COUNTY. I'M A BUSINESS REP FOR THE ELECTRICIANS' UNION.

WE JUST WANT TO SAY WE COME IN SUPPORT OF THE A.E.G. AND CITY OF L.A., AND WE ARE CONFIDENT THAT THEY WILL MITIGATE THIS VERY THOROUGH E.I.R., 10,000 PAGES, AND THEY WILL COME UP WITH A SOLUTION.

IT'S OBVIOUSLY A WORKING DOCUMENT AND IT WILL CONTINUALLY BE IMPROVED TO MAKE SURE THAT THE COMMUNITY AND THE CITY OF L.A. IS PROPERLY REPRESENTED.

JUST AS A.E.G. BUILT L.A. LIVE WITH THE BUILDING TRADES, WE BUILT IT VERY EFFICIENTLY, WE BUILT IT SAFELY, WITH THE COMMUNITY IN MIND, AND WE ALSO PROVIDED LOCAL HIRE, AND WE WERE INTO LOCAL HIRE AND ALSO JOB TRAINING PROGRAMS, TO MAKE SURE THAT THERE WERE NEW OPPORTUNITIES FOR PEOPLE IN THE COMMUNITY TO BECOME PART OF THE BUILDING TRADES COMMUNITY.

ONCE YOU BECOME PART OF THE BUILDING TRADES COMMUNITY, YOU HAVE A CAREER FOR LIFE. THAT'S WHY A.E.G. PARTNERED WITH US, BECAUSE WE PROVIDED CAREERS FOR SUSTAINING LIFESTYLES FOR PEOPLE TO BE ABLE TO GET THE AMERICAN DREAM IN THE CITY OF LOS ANGELES.

WE'RE VERY PROUD TO BE IN SUPPORT OF THIS PROJECT. AND IN THE LAST COUPLE OF YEARS, A LOT OF US KNOW THAT THE CONSTRUCTION INDUSTRY HAS BEEN HIT VERY HARD.

A LOT OF PEOPLE HAVE LOST THEIR HOMES. A LOT OF PEOPLE HAVE BEEN OUT OF WORK. FAMILIES HAVE BEEN BROKEN UP BECAUSE THERE ISN'T A LOT OF ECONOMIC SUSTAINABILITY.

WE UNDERSTAND THAT THIS PROJECT IS REALLY GOING TO REPRESENT ECONOMIC GROWTH WITHIN THE CITY OF L.A.

IT'S A PRIVATE PROJECT. WHEN A LOT OF PRIVATE PROJECTS AREN'T BEING BUILT BECAUSE THERE IS NO PRIVATE MONEY, THIS PROJECT IS ALL PRIVATE MONEY, AND IT WILL BE FUNDED BY A.E.G.

JUST WANT TO SAY WE WANT TO BRING FOOTBALL BACK TO LOS ANGELES, AND WE'RE VERY PROUD THAT A.E.G. WILL PROVIDE THAT. THANK YOU.

MR. JONES: THANK YOU, MR. DAVIS.

MR. VILLANI, CAN YOU CALL MORE NAMES, PLEASE.

MR. VILLANI: I'D JUST LIKE TO SAY THERE HAVE BEEN SOME INQUIRIES ABOUT HOW MANY SPEAKERS REMAIN. INCLUDING THESE SIX THAT I'M ABOUT TO CALL, IT'S ABOUT 17 REMAINING THAT WE HAVE.

THE NEXT NAMES ARE KEVIN BASS, WILLIAM BROWN, NATHAN FREEMAN, SKIP COOPER, SAUNDRA BRYANT AND LETICIA VARGAS.

**Response to Comment No. 105-79**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-80**

MR. JONES: MR. BASS.

MR. BASS: GOOD EVENING, LADIES AND GENTLEMEN. MY NAME IS KEVIN BASS. I'M WITH THE PAINTERS AND ALLIED TRADES AND THE ASSISTANT POLITICAL DIRECTOR.

AND WE REPRESENT ABOUT 11,000 MEN AND WOMEN IN THIS AREA, MANY OF WHICH WOULD BE AFFECTED BY THIS JOB, BEING IN THE INCLUDED ZIP CODES.

WE'D JUST LIKE TO THANK YOU FOR THE WORK YOU'VE DONE, THE CITY'S DONE, THE WORK THEY'VE DONE ON THIS E.I.R., AND WE STAND IN FULL SUPPORT OF THIS JOB.

WE'VE WORKED WITH A.E.G. IN THE PAST AND THEY'VE SHOWN THE CITY AND THEY'VE SHOWN EVERYONE THAT THEY'RE A GOOD PARTNER, BOTH FOR LABOR, FOR THE COMMUNITY AND EVERYTHING SURROUNDING THE CITY AS A WHOLE.

THIS PROJECT WILL BRING THOUSANDS OF JOBS FOR THE BUILDING OF THE PROJECT AND THEN THOUSANDS MORE, SUSTAINING THE BUILDING AFTER IT'S DONE.

IT IS SOMETHING WE NEED. I MEAN, THIS IS A WAY OUT OF THE RECESSION, IS TO BUILD AND PUT PEOPLE BACK TO WORK AND TO BUILD MORE BUSINESSES.

SO WE'RE IN FULL SUPPORT OF THIS AND WE'D JUST LIKE TO SEE IT MOVE FORWARD.

THANK YOU.

MR. JONES: THANK YOU, MR. BASS.

**Response to Comment No. 105-80**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-81**

WILLIAM BROWN.

MR. BROWN: MY NAME IS CHIP BROWN. MY LAST NAME IS B-R-O-W-N. I OWN A COMPANY CALLED "BIG MAN BAKES." WE OWN TWO CUPCAKE STORES DOWNTOWN.

IF YOU WANT TO INCREASE THE SWEETNESS OF YOUR DAY OR THE SWEETNESS OF YOUR LIFE, PLEASE VISIT.

FIRST, I'D LIKE TO THANK THE CITY OF LOS ANGELES FOR PUTTING TOGETHER A DRAFT ENVIRONMENTAL IMPACT REPORT. IT'S GREAT, AND THE CLEAR, 10,000-PAGE DOCUMENT SHOWS THAT THE CITY AND A.E.G. HAVE ANALYZED PRETTY THOROUGHLY THE POSSIBLE PROJECT IMPACTS.

WITH OVER 170 MITIGATION MEASURES IDENTIFIED IN THE D.E.I.R., THAT I'M SURE PROJECT IMPACTS ARE EITHER REDUCED OR ELIMINATED. THAT'S FANTASTIC.

AND ALSO, THE COMMITMENT TO REDUCE TO ZERO THE NET EMISSIONS OF GREENHOUSE GASES FROM PRIVATE AUTOMOBILE TRIPS TO THE EVENT CENTER IS ALSO ADMIRABLE.

BUT AS A SMALL BUSINESS OWNER, ONE OF THE MOST COMPELLING ASPECTS OF THE FARMERS FIELD AND CONVENTION CENTER PROJECT FOR ME IS THE HUGE INCREASE IN CUSTOMER TRAFFIC AND SPENDING IT WILL BRING TO THE RETAIL BUSINESSES.

WHEN THIS PROJECT IS COMPLETED, WE'LL SEE MORE THAN 560,000 PROJECTED CONVENTION AND MEGA-EVENT ATTENDEES EACH YEAR. THAT BRINGS A TON OF REVENUE TO OUR CITY.

I WAS FORTUNATE TO HAVE THE TUTELAGE OF AN OLDER BROTHER WHO WAS -- RON BRAND, WHO WAS THE SECRETARY OF COMMERCE, WHO TAUGHT ME THE IMPORTANCE OF SMALL BUSINESS BEING THE -- HELPING THE ECONOMIC FABRIC OF THIS COUNTRY, AND ALSO BEING THE BACKBONE OF JOB CREATION.

PROJECTS LIKE THIS HELP SMALL BUSINESSES LIKE BIG MAN BAKES TO GROW, AND CONSEQUENTLY, ALLOWS ME THE OPPORTUNITY TO PROVIDE MORE JOB OPPORTUNITIES TO FOLKS THAT REALLY NEED THEM.

THE FROSTING, PROBABLY, ON THE CUPCAKE, AS WE SAY, IS THAT THE EMOTIONAL LIFT OF BRINGING FOOTBALL BACK TO LOS ANGELES, AS DEMONSTRATED BY THESE FOLKS TO MY RIGHT HERE, YOU CAN'T PUT A DOLLAR FIGURE ON THAT.

AND HAVING A WORLD-CLASS CONVENTION CENTER FOR A WORLD-CLASS CITY IS SOMETHING THAT WE NEED DESPERATELY HERE. SO I FULLY ENDORSE THIS PROJECT AND HOPE THAT IT'S IMPLEMENTED RAPIDLY.

THANK YOU.

MR. JONES: THANK YOU, MR. BROWN.

**Response to Comment No. 105-81**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-82**

NATHAN FREEMAN.

MR. FREEMAN: THANK YOU. I'M NATHAN FREEMAN. THAT F-R-E-E-M-A-N. I'M HERE WITH SKIP COOPER, PRESIDENT OF THE BLACK BUSINESS ASSOCIATION. HE'S GOING TO START.

MR. COOPER: FIRST OF ALL, I'D LIKE TO THANK YOU FOR HAVING US HERE THIS AFTERNOON.

THE BLACK BUSINESS ASSOCIATION IS THE OLDEST ACTIVE NORTH (PHONETICALLY) BUSINESS GROUP IN THE STATE OF CALIFORNIA. AND WE RECOGNIZE THE IMPORTANCE OF THIS PROJECT, NOT JUST FOR TOMORROW OR NEXT YEAR.

IT'S VERY IMPORTANT FOR THE FUTURE OF LOS ANGELES IN CREATING JOBS, IN CREATING THE STRONG ECONOMIC BASE, IN REVITALIZING NOT JUST DOWNTOWN LOS ANGELES, BUT VITALIZING SOUTHERN CALIFORNIA. AND ALL OF THE MINORITY AND SMALL BUSINESSES CAN BENEFIT FROM THIS.

I'M ALSO THE PUBLISHER OF "THE BLACK BUSINESS NEWS," AND WE HAVE DONE A NUMBER OF EDITORIALS IN SUPPORT OF THE CREATION OF FARMERS FIELD, AND ALSO, BRINGING WEST HALL INTO THE MAINSTREAM, WHERE WE COULD BRING MORE CONVENTIONS TO LOS ANGELES.

ONE OF THE THINGS I LIKE TO SAY, AND I SAY IT ON A REGULAR BASIS: IF YOU LOVE LOS ANGELES, THEN YOU HAVE TO LOVE A.E.G. FOR ALL THEY HAVE DONE FOR THIS CITY AND BOOSTING THE ECONOMIC REVENUE FOR NOT JUST SMALL BUSINESSES, BUT FOR THE CITY OF LOS ANGELES.

THANK YOU.

NATHAN.

**Response to Comment No. 105-82**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-83**

MR. FREEMAN: WE'D LIKE TO COMMEND CITY STAFF AND A.E.G. ON THIS FINE DRAFT E.I.R. IT'S THOROUGH, PARTICULARLY IN TERMS OF ITS ANALYSIS OF THE TRANSPORTATION COMPONENT.

I DID HEAR SOMEONE MENTION TODAY ABOUT TAILGATING. I WANT TO POINT OUT AND ASK YOU GUYS TO CONSIDER THIS: THERE'S A WHOLE GENERATION OF ANGELENOS THAT KNOW NOTHING ABOUT TAILGATING, UNLESS THEY'VE GONE TO A U.C.L.A. OR U.S.C. GAME.

AS A DOWNTOWN RESIDENT AND AS A LONG-TIME CHARGER FAN, I OFTEN TIMES TAKE AMTRAK DOWN TO SAN DIEGO AND TAKE THEIR TROLLEY DIRECTLY INTO SAN DIEGO STADIUM.

SO THEY'RE ON POINT WITH RESPECT TO THE E.I.R. IN TERMS OF TRANSPORTATION, IN TERMS OF THE PEDESTRIANIAN ENHANCEMENT AND THE BICYCLE MODES AND ALL OF THE THINGS THAT WERE ADDRESSED TODAY.

ALSO, THAT THERE ARE ISSUES THAT WERE RAISED BY SOME OF THE PEOPLE HERE TODAY THAT ARE ALREADY A PART OF WHAT CITY OF LOS ANGELES HAS IN PLACE, WHETHER IT'S A MINIMAL WAGE ORDINANCE RELATIVE -- OR WHETHER IT IS A RELOCATION ASSISTANCE ORDINANCE.

THERE ARE A NUMBER OF THINGS THAT ARE ALREADY IN PLACE HERE IN THE CITY OF LOS ANGELES. SO WE'RE ASKING TO MOVE THIS FORWARD EXPEDITIOUSLY.

IT'S ABOUT JOBS. IT'S ABOUT ECONOMIC EMPOWERMENT AND OPPORTUNITIES. AND AGAIN, I SAY THIS IN A BACKDROP OF WHAT WAS JUST MENTIONED, I MENTIONED, OF WHAT WAS EARLIER THIS WEEK WITH RESPECT TO THE BUDGET OF THE STATE OF CALIFORNIA: WE NEED THIS IN THE CITY OF LOS ANGELES.

THANK YOU.

**Response to Comment No. 105-83**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-84**

MR. JONES: THANK YOU, MR. FREEMAN AND MR. COOPER.

NEXT PERSON IS SAUNDRA BRYANT. SAYS THAT SHE'S IN SUPPORT.

NEXT PERSON IS LETICIA VARGAS.

MS. VARGAS (THROUGH THE INTERPRETER): GOOD AFTERNOON. MY NAME IS LETICIA VARGAS AND I REPRESENT -- AND I REPRESENT THE JANITORS OF L.A. LIVE AND THE AREA OF PICO UNION, AND I'M ALSO RESIDENT, A LOCAL RESIDENT OF PICO UNION.

THE INTERPRETER: MISS VARGAS HAS WROTE HER COMMENTS IN SPANISH AND I TRANSLATED THEM, SO WE'LL PROCEED TO READ.

“FIRST, I WOULD LIKE TO THANK THE CITY OF LOS ANGELES FOR PRODUCING A THOROUGH DRAFT ENVIRONMENTAL IMPACT REPORT. IT IS CLEAR THAT THE CITY AND APPLICANT HAVE ANALYZED ALL POSSIBLE IMPACTS.

“OUR TRADE AND ITS MEMBERS ARE PROUD TO SUPPORT THIS PROJECT.

“THE CONSTRUCTION INDUSTRY HAS SEEN PROLONGED UNEMPLOYMENT FOR THE LAST SEVERAL YEARS. THIS SIGNIFICANT JOB CREATION IDENTIFIED IN THE D.E.I.R. IS CRITICAL FOR THE SURVIVAL OF OUR FAMILIES.

“AS A MEMBER OF THE SERVICE EMPLOYEES INTERNATIONAL UNION, WE'RE ALSO COMMITTED TO SUPPORTING LOCAL HIRING GOALS IN THE SECURITY AND SERVICE INDUSTRY, AS WELL AS JOB TRAINING OPPORTUNITIES IN THE CONSTRUCTION TRADES.

“THIS PROJECT WILL CREATE SIGNIFICANT ECONOMIC DEVELOPMENT IN DOWNTOWN LOS ANGELES AND NEIGHBORING COMMUNITIES. WE ARE PROUD TO SUPPORT IT.

“THANK YOU.”

MR. JONES: THANK YOU, SEÑORA VARGAS.

**Response to Comment No. 105-84**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-85**

FIVE MORE, SIX MORE NAMES?

MR. VILLANI: SIX MORE HERE AND THEN FIVE MORE AFTER.

THE NEXT NAMES ARE KENIA ALCOGER, GEORGE GRAHAM, JESSE ROSS, CHARISSE BREMOND, “BREMMOND,” NOT SURE, KEN SPIKER AND HILARY NORTON.

MS. ALCOGER: GOOD AFTERNOON. MY NAME IS KENIA ALCOGER, A-L-C-O-C-E-R, WITH [UNINTELLIGIBLE] FROM BOYLE HEIGHTS.

I AM REALLY SAD TODAY. WE HAVE A REPORT WITH 10,000 PAGES. IT IS A WASTE OF MONEY, A WASTE OF PAPER, BECAUSE YOU’RE NOT ALLOWING THE COMMUNITY TO REVIEW THAT REPORT AND MAKE A JUDGMENT WHETHER THEY WANT TO SUPPORT OR NOT THIS PROJECT.

WE ARE REQUESTING YOU TO EXTEND THE 45 DAYS SO COMMUNITY MEMBERS CAN ACTUALLY READ IT, ANALYZE IT AND THINK WHETHER THIS IS A PROJECT FOR THEM OR NOT AND LOOK AT THE IMPACTS ON HEALTH AND HOUSING.

**Response to Comment No. 105-85**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-86**

AND IT IS SAD THAT YOU GUYS ARE NOT INCLUDING OTHER COMMUNITIES THAT ARE ALSO GOING TO BE IMPACTED ON THIS, WHICH IS SOUTH L.A. AND DOWNTOWN.

THANK YOU.

**Response to Comment No. 105-86**

The Draft EIR evaluated the potential for all adjacent areas to be physically affected by the Proposed Project.

**Comment No. 105-87**

GEORGE GRAHAM.

MR. GRAHAM: HELLO. MY NAME IS GEORGE GRAHAM. I'M WITH COMMUNITY COALITION. THAT'S GRAHAM, G-R-A-H-A-M.

AND AS A RESIDENT IN THE L.A. AREA AND A SPORTS FAN, I'M ENCOURAGED BY THIS POTENTIAL OF THE STADIUM COMING IN PLACE. I'M ENCOURAGED OF THE POTENTIAL JOB GROWTH THAT THIS PROJECT WILL BRING TO MANY L.A. RESIDENTS.

WITH HOPE, IT WILL BE MANDATED ENVIRONMENTALLY FRIENDLY AS A PROJECT DURING CONSTRUCTION AND AFTER COMPLETION.

ALSO, A.E.G. SHOULD INSURE THAT THIS BE A COMMUNITY-FRIENDLY PROJECT, AS WELL AS A SAFE PROJECT.

AS I SAID, WE'RE IN SUPPORT OF THIS AND WE ENCOURAGE YOU USE DILIGENCE IN MAKING SURE THE COMMUNITY IS INVOLVED.

THANK YOU.

MR. JONES: THANK YOU, MR. GRAHAM.

**Response to Comment No. 105-87**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-88**

JESSE ROSS? IS THERE A JESSE ROSS?

CHARISSE BREMOND.

OKAY. KEN SPIKER.

IF HILARY NORTON CAN COME DOWN AND TAKE A SEAT, PLEASE, IN THIS FRONT ROW.

MR. SPIKER: GOOD AFTERNOON. MY NAME'S KEN SPIKER. IT'S S-P-I-K-E-R. AND I AM HERE TO REPRESENT ASSOCIATION OF 47 CITIES IN L.A. COUNTY. THAT'S OVER 6 MILLION PEOPLE.

AND NOT ONLY ARE WE IN FAVOR OF A.E.G.'S FARMERS FOOTBALL STADIUM AND THE ECONOMIC DEVELOPMENT THAT THAT WILL BRING TO THE REGION, BUT JUST AS IMPORTANT, I WANT TO EMPHASIZE THE EXPANSION AND RENOVATION OF L.A.'S CONVENTION CENTER WILL ALSO HAVE A MAJOR IMPACT IN THE L.A. REGION, AND WE ARE IN FULL SUPPORT.

THANK YOU.

MR. JONES: THANK YOU.

COULD YOU CALL FIVE MORE NAMES,

PLEASE.

**Response to Comment No. 105-88**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-89**

MS. NORTON: THANK YOU VERY MUCH. GOOD EVENING. MY NAME IS HILARY NORTON. I'M THE EXECUTIVE DIRECTOR OF F.A.S.T., "FIXING ANGELENOS STUCK IN TRAFFIC."

AND I'M HERE TONIGHT IN SUPPORT OF THE DRAFT E.I.R. REPORT TONIGHT.

F.A.S.T. IS A COMPONENT FUND OF THE NONPROFIT CALIFORNIA COMMUNITY FOUNDATION, AND WE ARE A PUBLIC, PRIVATE COALITION OF BUSINESS, LABOR, EDUCATION, TRANSIT, PLANNING AND COMMUNITY ORGANIZATIONS AND INDIVIDUALS REPRESENTING OVER 2 MILLION BUSINESS OWNERS, WORKERS, FACULTY, STUDENTS AND RESIDENTS IN L.A. WHO ALL WANT TO IMPROVE OUR REGION'S MOBILITY.

WE'RE DEDICATED TO IMPLEMENTING PRACTICAL, SHORT-TERM SOLUTIONS TO FIXING TRAFFIC IN OUR REGION, WHICH IS COSTING US 12 BILLION DOLLARS AND 515 MILLION HOURS STUCK IN TRAFFIC EACH YEAR.

WITH THAT, I'M DELIGHTED TO BE HERE TO TALK ABOUT WHAT A.E.G. HAS INCLUDED IN THIS DRAFT E.I.R., BECAUSE WE'RE A CITY THAT NEEDS GOALS.

WHEN PEOPLE WERE TALKING ABOUT WHAT PEOPLE ARE DOING NOW, THAT'S NOT -- THIS IS ABOUT WHAT PEOPLE ARE GOING TO BE DOING IN 2016, AND WE NEED GOALS. WE HAVE SUCH A GREAT OPPORTUNITY AND THIS IS SETTING IT.

WE COMMEND THEM ON CONTRIBUTING OVER 1.5 MILLION DOLLARS FOR RAMP METERING, 2.5 TO ADD A LANE ON THE HOLLYWOOD FREEWAY, IMPROVEMENTS THAT ARE GOING TO LAST 365 DAYS A YEAR FOR EVERY SINGLE COMMUTER DOWNTOWN.

WE ALSO ADVOCATE THE EXPRESS LANES PILOT PROGRAM, WHICH IS GOING TO BRING CARPOOLS AND BUSES INTO THE AREA, NOT SINGLE CARS. IT'S GOING TO INCENTIVIZE PEOPLE TO COME IN OTHER MODES.

BUT MOST IMPORTANTLY, WE SUPPORT THE IMPROVEMENTS, THE 10 MILLION DOLLARS OF IMPROVEMENTS TO TRANSIT.

PEOPLE WILL TAKE TRANSIT. THEY ARE GOING TO TAKE THE EXPO LINE TO THE COLLISEUM. THEY ARE GOING TO TAKE TRANSIT HERE. PEOPLE ALREADY TAKE TRANSIT TO L.A. LIVE.

WE WANT TO SEE THOSE GOALS MET BECAUSE L.A. BELIEVES IN THINGS, AND WHEN WE BELIEVE IN THINGS, LIKE THE WAY WE DID WITH THE OLYMPICS, WE MAKE THEM HAPPEN.

AND PEOPLE ARE GOING TO CHANGE THE WAY THEY GET AROUND THIS REGION BECAUSE WE WANT TO MAKE THESE TEAMS HAPPEN.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MISS NORTON.

**Response to Comment No. 105-89**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-90**

ALIX WISNER.

MS. WISNER: GOOD EVENING. MY NAME IS ALIX WISNER AND I REPRESENT THOMAS PROPERTIES GROUP. WE ARE A DEVELOPER, PROPERTY OWNER AND EMPLOYER, HEADQUARTERED HERE IN DOWNTOWN LOS ANGELES.

AS A DEVELOPER, T.P.G. RESPECTS THE IMPORTANCE OF UNDERTAKING THE THOROUGH ENVIRONMENTAL IMPACT REPORT, ESPECIALLY FOR A PROJECT OF THIS SIZE AND SCOPE.

WE WOULD LIKE TO COMMEND BOTH THE CITY AND A.E.G. FOR THEIR OBVIOUS EFFORT AND COMMITMENT TO THE RIGOROUS ANALYSIS OF THE PROJECT, THE EXTENT OF WHICH IS UNPRECEDENTED IN THE CITY OF LOS ANGELES.

AS A DOWNTOWN NEIGHBOR OF THE PROJECT, WITH OVER 12,000 EMPLOYEES, TENANTS AND VISITORS COMING TO AND FROM OUR PROPERTIES IN DOWNTOWN EACH DAY, WE APPRECIATE THAT THE TRANSPORTATION STUDY

ANALYZED 180 INTERSECTIONS AND 45 FREEWAY RAMPS TO DEVELOP A COMPREHENSIVE T.D.M. PROGRAM.

A.E.G.'S COMMITMENT TO MAKING FARMERS FIELD THE GREENEST STADIUM IN THE NATION IS ALSO COMMENDED.

THIS COMMITMENT, ALONG WITH THE NEIGHBORHOOD IMPROVEMENT PLANS, WILL CONTINUE TO MAKE DOWNTOWN A COMMUNITY WHERE INDIVIDUALS CAN WORK, LIVE AND PLAY.

WE BELIEVE IN DOWNTOWN LOS ANGELES AND HAVE FOR DECADES. WE LOOK FORWARD TO THE CONTINUED ECONOMIC REVITALIZATION OF DOWNTOWN AND THE REGION THAT FARMERS FIELD WILL BRING.

WE SUPPORT THE DEVELOPMENT OF FARMERS FIELD AND WE ARE READY FOR SOME FOOTBALL.

THANK YOU.

MR. JONES: THANK YOU, MISS WISNER.

**Response to Comment No. 105-90**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-91**

IRENE LEWIS.

MS. LEWIS: IRENE LEWIS, EXECUTIVE DIRECTOR OF THE SALVATION ARMY RED SHIELD YOUTH AND COMMUNITY CENTER IN PICO UNION, WHICH IS JUST FOUR BLOCKS WEST OF WHERE WE ARE SITTED TODAY.

I HAVE BEEN THERE 22 YEARS, AND WE ARE IN SUPPORT OF THE E.I.R. BECAUSE A.E.G. HAS BEEN VERY, VERY RESPONSIBLE IN LISTENING TO THE COMMUNITY'S NEEDS, THE ISSUE OF TRAFFIC MITIGATION, PARKING.

STAPLE CENTER, WHEN THEY WERE BUILT, THEY WERE VERY ACTIVE IN THE COMMUNITY MEETINGS.

AND I WILL SAY THAT OUR FACILITY SEES OVER 10,000 PEOPLE WHO COME THROUGH OUR BUILDING.

AND FROM THE VERY START OF THE CONVERSATION OF THIS PROJECT, A.E.G. HAS MET WITH COMMUNITY MEMBERS AND BEEN VERY ACTIVE IN GETTING THEIR INPUT.

AND THAT IS THE REASON WHY THIS DOCUMENT IS SO LARGE, BECAUSE EVERY ISSUE HAS BEEN ADDRESSED AND CONCERNS FROM THE COMMUNITY HAVE BEEN HEARD.

AND I WILL TELL YOU, A.E.G. HAS BEEN A GOOD NEIGHBOR AND WILL CONTINUE TO BE A GOOD NEIGHBOR, AND THAT IS WHY WE ARE IN SUPPORT.

THANK YOU.

**Response to Comment No. 105-91**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-92**

MR. JONES: THANK YOU, MISS LEWIS.

ROBBIE HUNTER.

MR. HUNTER: ROBBIE HUNTER. I REPRESENT THE LOS ANGELES AND ORANGE COUNTY CONSTRUCTION -- BUILDING AND CONSTRUCTION TRADES COUNCIL.

WE REPRESENT 140,000 CONSTRUCTION WORKERS. WE'RE HEADQUARTERED HERE IN LOS ANGELES. WE'RE ONLY A FEW BLOCKS FROM THIS FUTURE FARMERS FIELD.

WE HAVE LOOKED AT THIS AND WE -- OUR MEMBERS, WHO -- WE'RE GOING TO BE DOING AN AGREEMENT WITH A.E.G. THERE'S GOING TO BE A LOCAL HIRE WITHIN A FIVE-MILE RADIUS AS PART OF OUR REACH IN THE COMMUNITY.

THERE'S BEEN 35 MILLION DOLLARS IN THE E.I.R. 35 MILLION DOLLARS WILL BE USED FOR THE MITIGATION OF TRAFFIC, INCLUDING THE EXPANSION OF A

PLATFORM AT THE NEW PICO STATION OR AT THE PICO STATION FOR M.T.A. LINE.

WE BELIEVE THAT THE A.E.G. HAVE DONE WITHIN THE -- ACTUALLY, WE DON'T BELIEVE WE HAVE READ WITHIN THE E.I.R. THAT A.E.G. HAS MITIGATED THE TRAFFIC THROUGH SYNCHRONIZATION OF WHETHER FOOTBALL GAMES OR OTHER EVENTS ARE HELD AT THE VENUES OR ON A FARMERS FIELD.

THIS WAS SOMETHING OF A GREAT CONCERN TO ALL THE NEIGHBORS. THERE WILL BE ONE EVENT THERE WHEN THERE IS A FOOTBALL STADIUM THERE IN CONTROL OF ALL OF THE FACILITIES HERE.

AND THROUGH THAT, WE BELIEVE THAT THIS WILL BE AN EVENT -- THEY WILL HOLD EVENTS THERE THAT NEIGHBORS WILL ABSOLUTELY BE ABLE TO LIVE WITH.

AND SO WE BELIEVE THAT A.E.G. WILL BE THE PARTNER THAT THEY HAVE ALWAYS BEEN IN ALL THE EVENTS HERE IN THE DOWNTOWN LOS ANGELES.

AND THE MITIGATION AND THE 10,000 PAGES THAT THE CITY HAS REVIEWED WITH A.E.G. WILL ANSWER THE NEEDS OF THE NEIGHBORS AND MAKE THIS PROJECT, INCLUDING FOR US AND THE 140,000 MEMBERS THAT WE REPRESENT A FEW BLOCKS FROM HERE, A GOOD EVENT AND GOOD VENUE FOR THESE -- FOR THESE GAMES.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. HUNTER.

**Response to Comment No. 105-92**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-93**

LUCRECIA LEON.

MS. LEON (THROUGH THE INTERPRETER): GOOD AFTERNOON. MY NAME IS LUCRECIA LEON AND I LIVE ON SOUTH GEORGIA RIGHT HERE.

THE INTERPRETER: MISS LEON HAS ALREADY WROTE HER COMMENTS IN SPANISH AND I WILL PROCEED TO READ THEM IN ENGLISH.

“MY OPINION ABOUT THE CONSTRUCTION OF THE STADIUM IN THIS AREA OF THE CONVENTION CENTER IS THAT I AM NOT IN AGREEMENT WITH IT. THERE WILL BE A LOT OF TRAFFIC AND AIR CONTAMINATION, WHICH IS BAD FOR YOUR OVERALL HEALTH. PEOPLE WILL GET SICK. THEY COULD EVENTUALLY EVEN GET LUNG CANCER.

“THIS IS WHY THE COMMUNITIES DOES NOT SUPPORT THIS PROJECT. WE ALREADY HAVE STAPLE CENTER AND THE NOKIA THEATER.

**Response to Comment No. 105-93**

Refer to Response to Comment No. 105-73.

**Comment No. 105-94**

“I’VE LIVED HERE MORE THAN 30 YEARS. WE ARE BEING TOLD THAT THERE WILL BE JOB GENERATION, BUT THOSE WHO WILL BE FILLING NOW THOSE POSITIONS WILL MOST LIKELY NOT BE RESIDENTS OF THIS AREA.

“THANK YOU.”

MR. JONES: THANK YOU, MISS LEON. GRACIAS, SEÑORA.

**Response to Comment No. 105-94**

Please Refer to Response to Comment No. 14-8.

**Comment No. 105-95**

DARYL LANDIS.

MR. LANDIS: GOOD EVENING. MY NAME IS DARYL LANDIS AND I REPRESENT THE SOUTH PARK IMPROVEMENT DISTRICT. I AM ALSO HERE AS A PROXY FOR CALIFORNIA HOSPITAL DIRECTOR CLIFF HOFFMAN.

FIRST OFF, I'D LIKE TO THANK YOU FOR THE OPPORTUNITY FOR BOTH OPPONENTS AND THE SUPPORTERS, OF WHICH I AM A SUPPORTER, STRONG SUPPORTER OF THE ENVIRONMENTAL IMPACT REPORT.

IN MY INTERPRETATION OF THE REPORT, A.E.G. HAS NOT ONLY MET, BUT THEY'VE CERTAINLY MADE EVERY EFFORT TO SHOW A COMMITMENT, AND NOT ONLY JUST A COMMITMENT, BUT AN INVESTMENT TO MITIGATING ANY ISSUES THAT COULD BE OF ANY CONCERN REGARDING THE ENVIRONMENT, CONCERNS FOR HEALTH, SAFETY, SECURITY, ET CETERA.

AND I KNOW THAT FIRSTHAND BECAUSE I ENCOMPASS THE AREA THAT INCLUDES THIS WHOLE ENTIRE COMPLEX, INCLUDING THE CONVENTION CENTER HERE AND ABOUT FOUR BLOCKS TO THE EAST.

THE CONTINUED RELATIONSHIP WITH A.E.G. AND THEIR DEMONSTRATION OF HOW THEY ARE CONCERNED ABOUT THEIR NEIGHBORS AND HOW ACTIVITIES ON THEIR CAMPUS DIRECTLY AFFECT THEIR NEIGHBORS, WHETHER IT BE NOISE, CONGESTION, TRAFFIC OR ANY OTHER CONCERNS OF CRIME, THEY CONSTANTLY ARE MONITORING THAT.

AND I KNOW THIS FIRSTHAND BECAUSE I WORK WITH THEM, L.A.P.D., AND JUST ABOUT EVERY OTHER SECURITY ENTITY IN THIS AREA.

AS WELL AS WORKING WITH "CLEAN" AND MAINTENANCE CREWS IN MAINTAINING THE AREAS, THEY ARE CONSTANTLY ON TOP OF MYSELF, WHO IS SHOULDERED WITH THE RESPONSIBILITY OF, NOT ON THEIR CAMPUS, BUT JUST OUTSIDE THEIR CAMPUS, HOW THOSE STREETS ARE BOTH SAFE AND CLEAN.

THE REVENUE AND JOB CREATION KIND OF GOES WITHOUT SAYING. AND I KNOW THIS ISN'T NECESSARILY THE FORUM FOR THAT, BUT THE AMOUNT THAT THAT IS GOING TO DO FOR THE REVITALIZATION OF THIS AREA IS FAR STRONGLY SUPPORTED BY THE MAJORITY OF RESIDENTS THAT I AM IN CONSTANT COMMUNICATION WITH IN MY POSITION AS DIRECTOR.

SO THANK YOU.

**Response to Comment No. 105-95**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-96**

MR. PANTOJA: GOOD EVENING. MY NAME IS ERNESTO PANTOJA. I'M HERE ON BEHALF OF LABOR'S LOCAL 300.

WE'RE HERE TO SPEAK IN FAVOR OF FARMERS FIELD AND THE E.I.R. WE BELIEVE IT'S BEEN PROPERLY VETTED AND ANSWERS ALL THE QUESTIONS.

IT'S PRIMARILY IMPORTANT FOR LOCAL 300 AND ITS MEMBERS BECAUSE WE HAVE SEVERAL HUNDRED MEMBERS THAT ACTUALLY LIVE WITHIN A FIVE-MILE RADIUS OF THE PROJECT SITE.

AND WITH THE IDEA THAT THERE WILL BE A P.L.A. ON THIS PROJECT, THAT WILL ALLOW THE UNIONS TO BE ABLE TO ENSURE THAT THE MEMBERS THAT ARE PULLED THROUGH THE HIRING HALL ARE WITHIN THE FIVE-MILE RADIUS.

THAT ACTUALLY GIVES SOME TEETH TO THE ABILITY FOR THE UNIONS TO STEP IN AND INSURE THAT THOSE -- A LOT OF THOSE WORKERS ARE COMING WITHIN THAT FIVE-MILE RADIUS.

SECONDLY, WE'RE IN THE PROCESS OF BUILDING A MULTIMILLION DOLLAR HEADQUARTER RIGHT, LITERALLY, A FEW BLOCKS DOWN ON PICO, WHICH WOULD ALLOW FOR OUR MEMBERS TO UTILIZE THE FACILITY A LOT MORE EASILY.

AND ALSO, THROUGH THE TRANSPORTATION MITIGATIONS THAT A.E.G. IS LOOKING TO INCORPORATE IN THE PROJECT, THAT'S GOING TO ALLOW FOR RESIDENTS, AS WELL AS WORKERS, TO BE ABLE TO UTILIZE THE PUBLIC TRANSPORTATION SYSTEM A LOT EASIER, ESPECIALLY CONSIDERING THAT OUR HEADQUARTERS IS GOING TO BE HERE.

THEY WON'T NEED TO USE THEIR BILL POLES (PHONETICALLY) AND THEY CAN THEN JUST JUMP OFF FROM THEIR HEADQUARTERS TO STAPLES OR FARMERS FIELD.

I MEAN, THIS IS THE FIRST TIME IN I DON'T KNOW HOW MANY YEARS THAT I WAS ABLE TO GET FROM THE WESTSIDE TO HERE ON THE TRAIN.

THAT WAS A BIG THING FOR ME. AND I GOT TO GO TO THE DODGER GAME AND DIDN'T EVEN HAVE TO JUMP IN MY CAR, WHICH IS A GREAT THING.

ONE OF THE OTHER THINGS IS A.E.G. IS LOOKING TO DO 35 MILLION DOLLARS IN TRAFFIC MITIGATIONS, AS WELL AS EXPANDING THE PICO M.T.A. STATION.

SO WE SUPPORT THIS AND WE THINK EVERYTHING'S BEEN DONE AND THE E.I.R. IS SUFFICIENT.

THANK YOU.

MR. JONES: THANK YOU, MR. PENTOJA.

MAX WORTHINGTON.

ROMAN COVARRUBIAS.

**Response to Comment No. 105-96**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-97**

MR. COVARRUBIAS: GOOD AFTERNOON. MY NAME IS ROMAN COVARRUBIAS AND I REPRESENT DAVIS BLUEPRINT COMPANY. WE'RE A 48-YEAR-OLD FAMILY-OWNED BUSINESS.

AND I WOULD LIKE TO FOREMOST SAY THAT WE ARE HERE TO SUPPORT FARMERS FIELD AND I WOULD LIKE TO THANK THE CITY OF L.A. FOR PRODUCING A THOROUGH DRAFT ENVIRONMENTAL IMPACT REPORT.

AND I'D LIKE TO ADD THAT DAVIS HAD THE HONOR TO PRINT THAT, THOSE DOCUMENTS. SO WE ARE THE ONES.

THE CITY AND A.E.G. HAS ANALYZED ALL POSSIBLE PROJECT IMPACTS. WHENEVER THERE'S A PROJECT OF MAGNITUDE OF THIS SIZE OR SCOPE IS PROPOSED, THERE IS A NATURAL CONCERN ABOUT PROJECT IMPACTS.

IT IS CLEAR THAT THE CITY AND A.E.G. UNDERTOOK THIS ANALYSIS WITH THE HIGHEST LEVEL OF COMMITMENT.

IN THIS -- IN THE TRANSPORTATION AND PARKING SECTION ALONE, THE ANALYSIS OF 180 INTERSECTIONS AND 45 FREEWAY RAMPS WILL GO FAR TO INSURE THE BEST TRANSPORTATION MANAGEMENT PLAN POSSIBLE IS DEVELOPED THAT SUPPORTS THE MOVEMENT OF FARMERS FIELD, ITS PATRONS, CONVENTION CENTER ATTENDEES, VISITORS, RESIDENTS AND EMPLOYEES OF DOWNTOWN LOS ANGELES.

I PERSONALLY AM EXCITED ABOUT THE NEW ADDITIONAL ECONOMIC BENEFIT THAT THIS PROJECT WILL HAVE WITHIN OUR COMMUNITY.

AS A LOCAL SMALL BUSINESS OWNER, MY MAIN FOCUS IS STABILITY, STEADY FINANCIAL HEALTH.

PROJECTS SUCH AS THIS HELP GIVE HOPE AND ENERGY TO LOCAL COMMUNITY-BASED OPPORTUNITIES, SUCH AS EXPANDED LOADS -- WORK LOADS, THE ABILITY FOR US TO ADD ADDITIONAL SHIFTS TO FULFILL NEW ORDER LEVELS, INCREASED WORK FORCE OR ABILITY TO HIRE LOCAL WITHIN OUR COMMUNITY.

LASTLY, THE PROJECT, ITS ABILITY TO ACHIEVE THE STATED PROJECT OBJECTIVES AND THAT E.I.R. WILL PLAY A CRITICAL ROLE IN THE CONTINUED ECONOMIC REVITALIZATION OF THE REGION AND FURTHER STRENGTHENING OF THE ENTERTAINMENT, CONVENTION AND TOURISM INDUSTRIES.

DAVIS BLUEPRINTS SUPPORTS THIS DEVELOPMENT AND FARMERS FIELD AND THE POSITIVE IMPACT IT WILL BRING TO OUR COMMUNITY.

THANK YOU.

**Response to Comment No. 105-97**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-98**

MR. JONES: JESSE MARQUEZ.

MR. MARQUEZ: GOOD AFTERNOON. AND THANK YOU FOR THIS OPPORTUNITY TO SPEAK. MY NAME IS JESSE MARQUEZ. I LIVE AT 140 WEST LOMIDA BOULEVARD IN WILMINGTON, CALIFORNIA, WHICH IS A COMMUNITY IN THE CITY OF L.A.

I AM ALSO EXECUTIVE DIRECTOR OF THE COALITION FOR A SAFE ENVIRONMENT. WE'RE AN ENVIRONMENTAL JUSTICE ORGANIZATION THAT SPECIALIZES IN READING ENVIRONMENTAL IMPACT REPORTS.

AND IT'S VERY SAD TO SEE ALL THESE PEOPLE COME UP HERE REFERENCING THE E.I.R., OF WHICH THIS IS ONE VOLUME OUT OF 17, WHEN I KNOW FOR A FACT THEY DID NOT READ THE 10,000 PAGES, THEY DID NOT READ 5,000 PAGES, THEY DIDN'T EVEN READ 100 PAGES.

FOR THEM TO SAY THAT IT'S A GOOD ONE IS WRONG. IN FACT, THIS E.I.R. IS IN THE TOP TEN FOR ONE OF THE WORST PUT OUT BY THE CITY OF L.A.

WHEN THEY DID THE L.A.X. E.I.R., THEY SAID THAT WAS GREAT AND IT WASN'T. IT RESULTED IN A 500 MILLION DOLLAR SETTLEMENT.

PORT OF L.A. AND PORT OF LONG BEACH HAD PROJECTS. NONE OF THEM WERE ADEQUATE E.I.R.'S.

**Response to Comment No. 105-98**

The Commenter does not provide any specific comments here regarding why or how they believe the Draft EIR is inadequate. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-99**

SO WE FORMALLY REQUEST THAT THERE BE A 90-DAY EXTENSION OF THE PUBLIC COMMENT PERIOD. AND THERE IS BASIS FOR IT.

THE METRO UNIVERSAL PROJECT, THE N.B.C. UNIVERSAL EVOLUTION PLAN, THE BOYLE HEIGHTS MIXED-USE COMMUNITY PLAN AND THE PORTOBELLO UNIVERSE 136 TO 147, ALL PROVIDED A 90-DAY COMMON PERIOD FOR THE PUBLIC.

**Response to Comment No. 105-99**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-100**

THE E.I.R. CLAIMS IT DID AN ASSESSMENT. EVEN ONE GENTLEMAN REFERENCED 177 STREET INTERSECTIONS AND FREEWAY LOCATIONS THAT WERE ASSESSED.

THAT'S ONLY THE LOCAL IMPACTS. THERE WAS NO ASSESSMENT DONE OF THE REGIONAL IMPACTS FROM DOWN IN THE HARBOR AREA, AS HUNDREDS OF PEOPLE GET ONTO THE FREEWAY IN WILMINGTON AND SAN PEDRO.

THERE'S NO ASSESSMENT OF THOSE TRAFFIC IMPACTS.

**Response to Comment No. 105-100**

The Congestion Management Plan analysis in the Draft EIR analyzed the I-110 Freeway at Wilmington south of C Street and identified an additional 64 Weekday Evening Pre-Event Hour vehicle trips at that location (see Table 5.4.2.2 in Appendix I.1, EIR Transportation Study, of the Draft EIR). The Congestion Management Plan analysis also concluded that the Proposed Project would not cause a significant impact at that location.

**Comment No. 105-101**

THERE'S NO ASSESSMENT OF THE NOISE IMPACTS. THERE'S NO ASSESSMENT OF GLOBAL WARMING IMPACTS. THERE'S NO ASSESSMENT OF ANY PUBLIC HEALTH AND PUBLIC SAFETY IMPACTS.

SO DON'T CLAIM IT'S BEEN DONE WHEN IT WAS NOT DONE.

YOU ALSO FAILED TO ASSESS THE OTHER INDIRECT.

WHEN THIS COLLISEUM BEGINS, THEN THERE IS MERCHANDISE. THAT MERCHANDISE IS GOING TO BE IN THE FORMS OF BASEBALL -- FOOTBALL CAPS, BASEBALL CAPS, UNIFORMS AND THINGS OF THAT NATURE.

THOSE ARE GOING TO ARRIVE IN A SHIP FROM OVERSEAS IN CHINA, WHERE THEY'RE BEING MANUFACTURED.

NONE OF THOSE IMPACTS FROM THOSE SHIPS ARRIVING AT THE PORT, FROM THE THOUSANDS OF TRUCKS THAT CAN TRANSPORT THOSE THINGS, HAVE BEEN ASSESSED, IDENTIFIED AND MITIGATED.

**Response to Comment No. 105-101**

Potential noise, climate change, health and public safety impacts of the Proposed Project are addressed in Sections IV.E, Noise; IV.F.2, Climate Change; IV.F.1, Air Quality; and IV.J.1, Police Protection, respectively, of the Draft EIR. Also refer to Response to Comment No. 12-22 regarding the delivery of merchandise to the Project Site.

**Comment No. 105-102**

WE ASK FOR THE 90-DAY PERIOD THAT, AGAIN, IF A.E.G. IS SINCERE, THEN THEY SHOULD MEET WITH ORGANIZATIONS SUCH AS OURS AND OTHERS WHO ARE EXPERTS IN EVALUATING E.I.R.'S, WHO DO HAVE VALID MITIGATION.

**Response to Comment No. 105-102**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-103**

NOWHERE IN THERE DID YOU ADDRESS AND INCLUDE MITIGATION SUCH AS A MAGNUM TRAIN THAT COULD BE BUILT FROM HERE ALL THE WAY TO THE PORT, WHICH WOULD PROVIDE ZERO EMISSIONS.

YOU DID NOT PROVIDE FOR THE TRUCKS PROVIDING MERCHANDISE.

VISION BORDER CORP., FOR EXAMPLE, HAS A ZERO EMISSIONS HYDROGEN FUEL CELL TRUCK. WHERE IS THAT INCLUDED?

MIRACLE MILES SOLUTIONS HAS A "FACT" SYSTEM, WHICH IS A FUEL EFFICIENCY CONGESTION -- COMBUSTION SYSTEM ADDITIVE TO A TRUCK.

ALL THESE THINGS HAVE NOT BEEN ASSESSED, HAVE NOT BEEN INCLUDED, AND I'D ASK THAT YOU EXTEND PUBLIC COMMENT SO THAT YOU CAN BE AWARE OF THESE ITEMS.

THANK YOU.

**Response to Comment No. 105-103**

It is assumed the comment refers to a Maglev train. Please refer to Response to Comment No. 12-29. The comments regarding hydrogen fuel cell trucks and fuel efficiency congestion are noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-104**

MR. JONES: GARY COOK.

MR. COOK: GARY COOK, PLUMBERS' LOCAL 78, AND I REPRESENT 2,000 MEMBERS, MOST OF THEM WHO LIVE RIGHT HERE IN THE COMMUNITY.

WITH 40 -- APPROXIMATELY 40 PERCENT, 45 PERCENT OUT OF WORK, THIS JOB IS A BIG PUSH.

MY OFFICE IS TWO BLOCKS FROM HERE. AND WHAT I'VE SEEN IS TRAFFIC MITIGATION FOR THE COMPLEX THAT'S HERE, A.E.G. HAS BEEN GREAT.

EVERYTHING MOVING AROUND HERE, GETTING AROUND ISN'T A PROBLEM, AND WE'RE IN SUPPORT OF THE PROJECT.

MR. JONES: THANK YOU, MR. COOK.

**Response to Comment No. 105-104**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-105**

RUSSELL BROWN.

MR. BROWN: RUSSELL BROWN, B-R-O-W-N. I'M AN 11-YEAR RESIDENT OF DOWNTOWN.

I'VE BEEN INVOLVED WITH DOWNTOWN L.A., MEMBER OF COUNCIL FOR NINE YEARS, INCLUDING FIVE PREVIOUSLY AS PRESIDENT, AND AN ACTIVE MEMBER ON THE PLANNING AND CHAIR OF THEIR TRANSPORTATION COMMITTEE.

I'VE ALSO BEEN INVOLVED FOR FOUR YEARS PREVIOUSLY WITH THE HISTORIC DOWNTOWN L.A. BID.

THE GROUPS SUPPORT THE PROJECT. WE WANT TO COMMEND A.E.G. FOR MORE THAN A DOZEN MEETINGS WITH MANY ORGANIZATIONS DOWNTOWN.

IN THE THREE YEARS, THEY'VE MET WITH DU LANGE (PHONETICALLY) NUMEROUS TIMES, CENTRAL CITY ASSOCIATION, THE HISTORIC DOWNTOWN BID.

THEY'VE HAD PRESENTATIONS TO PLAN CHECK AND SEE (PHONETICALLY), WHICH REPRESENTS ALL THE NEIGHBORHOOD COUNCILS IN THE CITY ON EDUCATION ISSUES.

AND THERE WAS ALSO A PRESENTATION TO THE L.A. BID CONSORTIUM.

ON MOST WEEKDAYS, THERE'S ALMOST 500,000 PEOPLE DOWNTOWN, WITH BETWEEN 50- AND 75,000 PEOPLE LIVING DOWNTOWN AND THEN IN ITS IMMEDIATE NEIGHBORHOODS.

MOST OF THE FOOTBALL EVENTS WILL BE ON A SUNDAY, WHEN THERE'S LESS THAN 100,000 PEOPLE DOWNTOWN. SO THERE'S A LOT OF CAPACITY.

WE COMMEND THEM FOR DESIGNING A LEAD CERTIFIED PROJECT, FOR LINKING THIS WITH THE TRANSPORTATION SYSTEM, ESPECIALLY WITH IMPROVEMENTS TO THE BLUE LINE AND THE STREET CAR.

THE ECONOMIC BENEFITS OF THIS PROJECT WILL BE QUITE GOOD, INCLUDING EXPANDED AND UPDATED CONVENTION CENTER AND THE RESULTING HOTELS AND JOBS AND SERVICES AND BUSINESS THAT GOES WITH THIS.

ALSO, THERE WILL BE INCREASED TAX REVENUE. THERE WILL BE A COMMUNITY BENEFIT PARTNERSHIP, WHICH IS THE SAME COMMUNITY BENEFITS THAT HAD BEEN PREVIOUSLY NEGOTIATED WITH L.A. LIVE COMPLEX. AND THOSE COMMUNITY BENEFITS ALSO INCLUDE LOCAL HIRES AND HOUSING SUPPORTS.

WE'RE VERY MUCH IN SUPPORT OF THE PROJECT.

THANK YOU.

**Response to Comment No. 105-105**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-106**

PIEDMONT BROWN, IRON WORKERS LOCAL.

MR. BROWN: NAME'S PIEDMONT BROWN, B-R-O-W-N. I'M PRESIDENT OF THE IRON WORKERS LOCAL 433.

WE'VE BEEN HERE FOR A HUNDRED YEARS AND WE DID READ THE ENVIRONMENTAL IMPACT REPORT AND WE'RE IN SUPPORT OF IT. WE HOPE YOU GUYS ARE.

I ACTUALLY WORKED ON THIS BUILDING HERE IN 1989, '90, '91. I STOOD RIGHT OUT THERE WITH MAYOR BRADLEY, HAD MY PICTURE TAKEN WHEN WE TOPPED IT OUT.

ALSO, AT THE SAME TIME, THE BLUE LINE BECAME EFFECTIVE. I LIVE IN LONG BEACH. RODE IT EVERY DAY.

I STARTED OUT WITH 40 DOLLARS A DAY GAS, DRIVING THE CAR WITH THREE OTHER IRON WORKERS IN IT. WE STARTED TAKING THE BLUE LINE. BECAME 40 DOLLARS A MONTH.

THEN THE RED LINE DEVELOPED, YELLOW LINE, GREEN LINE. AND NOW WORKING ON THE M.T.A. WITH THE MAJOR ART (PHONETICALLY).

AS FAR AS THE IMPACT GOES, WHEN THE STUDY WITH A.E.G. IS DONE, THEY'VE DONE A GREAT JOB.

I THINK THE RAIL SYSTEM HAS COME ON BOARD WITH THIS THING.

AND I HOPE THAT YOU GUYS KNOW THAT THE STADIUM HAS ALSO BEEN, ENVIRONMENTALLY, ONE OF THE GREATEST ONES TO GREEN BUILD IN THE WORLD.

I DON'T SEE ANYTHING ELSE NEGATIVE

ABOUT IT AT ALL.

THERE'S SOME PEOPLE WHO PAID TO GO UP THERE AND KNOCK THIS PROJECT. THERE'S ALSO SOME REALLY PROFESSIONAL PEOPLE THAT HAVE REALLY LOOKED INTO IT, SPENT A LOT OF MONEY TO MAKE SURE THIS THING IS DONE PROPERLY AND CORRECTLY.

AND WITH THE ENVIRONMENT, WITH THE COMMUNITY -- IT'S LIKE THE CUPCAKE GUY UP HERE. VERY SMALL PEOPLE, BUSINESSES THAT ARE INVOLVED HERE.

THE LIVELIHOOD OF LOS ANGELES IS RIGHT HERE. THEY WANT FOOTBALL. A.E.G.'S PRESENTED PROPERLY.

THE DEVELOPER AND PEOPLE HERE WITH MONEY THAT DOESN'T COST ANY MONEY TO THE TAXPAYERS. AND THE TRANSPORTATION, THE ENVIRONMENTAL IMPACT, THAT'S BEEN ALL LOOKED AT.

I THINK IT'S ALL IN GOOD SHAPE AND I HOPE YOU GUYS SUPPORT IT.

THANK YOU VERY MUCH.

MR. JONES: THANK YOU, MR. BROWN.

**Response to Comment No. 105-106**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-107**

ROBERT SMITH.

MR. SMITH: GOOD AFTERNOON. MY NAME IS ROBERT SMITH, S-M-I-T-H, JUST LIKE THE COUGH DROPS, SMITH BROTHERS.

I'M HERE TO SPEAK FOR THE PAINTERS AND ALLIED TRADES. I'M POLITICAL DIRECTOR FOR THE PAINTERS.

I -- HE SAID BACK HERE -- I IMAGINE I'M THE LAST SPEAKER, BUT AS YOU HEAR PEOPLE FOR AND PEOPLE AGAINST, THERE'S A LOT MORE PEOPLE FOR THIS PROJECT THAN THERE IS AGAINST THIS PROJECT.

THERE'S A LOT OF THOUGHT ABOUT PEOPLE, WILL I BE WORKING HERE. THEY'RE DON'T -- THEY'RE NOT HIRING LOCAL.

I HAVE CARDS, IF ANYBODY WANTS A CARD. WE HAVE FIVE APPRENTICESHIPS: TRADE SHOW, FOUR LANES (PHONETICALLY), GLAZIERS, PAINTERS, DRYWALL FINISHING.

AND AS THIS BUILDING WAS BUILT AND THE BUILDING NEXT DOOR WAS BUILT AND THE OTHER BUILDINGS WERE BUILT AT L.A. LIVE, WE BROUGHT PEOPLE IN FROM THIS COMMUNITY.

WE HAVE HUNDREDS OF MEMBERS IN THIS COMMUNITY AND WE'RE GOING TO BRING MORE PEOPLE IN FROM THIS COMMUNITY.

IF YOU GO TO ANY CITY IN LOS ANGELES, ANY CITY IN THE UNITED STATES --

MR. JONES: COULD YOU SPEAK INTO THE MIC.

MR. SMITH: THIS IS THE SECOND LARGEST CITY IN THE UNITED STATES, AND YOU GO ANYWHERE AND THIS CITY LOOKS LIKE A SECOND CLASS CITY.

IT'S TIME FOR PEOPLE TO TAKE THEIR HEADS OUT OF THEIR TAILS AND REALIZE WE NEED TO BUILD THIS CITY AND MAKE THIS CITY A WORLD CLASS CITY.

GO TO CHICAGO. GO TO NEW YORK. HERE WE SIT AND WE LOOK LIKE HELL. BUILD THIS PROJECT.

THANK YOU.

MR. JONES: THANK YOU, MR. SMITH.

**Response to Comment No. 105-107**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-108**

MS. ARGUELLO: GOOD AFTERNOON. MY NAME IS MARTARINA ARGUELLO, A-R-G-U-E-L-L-O. I AM THE EXECUTIVE DIRECTOR OF “PHYSICIANS FOR SOCIAL RESPONSIBILITY—LOS ANGELES.”

WE ARE MEMBERSHIP ORGANIZATIONS OF PHYSICIANS AND HEALTH PROFESSIONALS CONCERNED WITH ENVIRONMENTAL HEALTH.

FIRST, I WANT TO SAY I'M VERY CONFUSED. TODAY'S MEETING IS NOT ABOUT WHETHER WE SUPPORT OR DO NOT SUPPORT THIS PROJECT.

IT IS ABOUT THE THOROUGHNESS OR LACK OF THOROUGHNESS OF THE ENVIRONMENTAL IMPACT REPORT. LENGTH DOES NOT MEAN THOROUGH, AS EVIDENCED BY THE EXCLUSION OF THE AREAS TO THE EAST, SOUTH AND NORTH OF THE PROJECT.

MS. ARGUELLO: SO CLEARLY, LENGTH IS NOT THOROUGH. WE HAVE MANY THINGS THAT WERE NOT ADDRESSED IN THE ENVIRONMENTAL IMPACT REPORT.

AND, FIRST OF ALL, AS SOMEONE -- I WORK DOWNTOWN. WE WORK ON A LOT OF DIFFERENT ISSUES. TO GIVE US THIS AMOUNT OF TIME TO REVIEW A 10,000-PAGE E.I.R. FLIES IN THE FACE OF S.B. 292.

**Response to Comment No. 105-108**

Refer to Topical Response 3, Public Review of the Draft EIR, regarding the public review period for the Draft EIR.

**Comment No. 105-109**

SO -- AND THE OTHER PART THAT DOES NOT COMPLY WITH S.B. 292 IS A GLARING LACK OF SPECIFICITY ON HOW A.E.G. PLANS TO MEET ITS CARBON NEUTRALITY OBLIGATIONS UNDER THAT LEGISLATION.

AND I WAS THERE IN SACRAMENTO WHEN THIS PASSED. WE OPPOSED THE LITIGATION, AND WE WOULD LIKE FOR THEM TO AT LEAST COMPLY WITH IT, SINCE IT DID PASS.

WE'RE CONCERNED WITH THE MEASURES TO MEET S.B. 292, THE CARBON NEUTRALITY.

THE EXISTING MITIGATIONS MEASURES ACTUALLY LEAVE MANY AIR QUALITY IMPROVEMENTS AND CARBON REDUCTION MEASURES ON THE TABLE, SOME THAT ACTUALLY COULD IMPROVE HEALTH AND CREATE MORE JOBS.

**Response to Comment No. 105-109**

Please refer to Response to Comment No. 105-51, and Topical Response No. 5 regarding SB 292.

**Comment No. 105-110**

SO WE REALLY NEED THAT 45 -- THOSE EXTRA DAYS TO REALLY ANALYZE THIS AND COME UP WITH SOLUTIONS THAT BRINGS MORE TO THE TABLE.

WE WILL BE SUBMITTING DETAILED COMMENTS, AND WE ARE PART OF THE COALITION THAT IS CONDUCTING THE HEALTH IMPACT ASSESSMENT AND WE NEED THAT EXTRA TIME TO BE ABLE TO GIVE YOU THE VOICES OF COMMUNITY THAT ARE BOTH IN SUPPORT AND NOT IN SUPPORT OF THE PROJECT.

THERE IS A MIX IN THE COMMUNITY, AND THAT VOICE NEEDS TO BE HEARD, ESPECIALLY WHEN IT RELATES TO THE MITIGATION MEASURES IN YOUR E.I.R.

OUR HOPE IS THAT THE PLANNING DEPARTMENT DOES WHAT'S RIGHT AND NOT WHAT IS POPULAR, AND GRANT THIS EXTENSION SO WE CAN PROVIDE MEANINGFUL ANALYSIS AND COMMENTS THAT WILL REALLY IMPROVE THE PROJECT AND MAKE IT MEET ALL OF THESE AMAZING HOPES AND DREAMS THAT ANGELENOS HAVE FOR THIS PROJECT.

THANK YOU.

MR. JONES: THANK YOU, MISS ARGUELLO.

**Response to Comment No. 105-110**

The City has not extended the public comment period for the Draft EIR. Refer to Topical Response No. 3, Public Review of the Draft EIR. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-111**

THERE ARE TWO MORE SPEAKERS. IF THERE ARE ANY ADDITIONAL SPEAKERS, PLEASE FILL OUT THE SPEAKER CARD NOW, BECAUSE WE DO NEED TO TAKE A SLIGHT BREAK IF THERE ARE MORE THAN THESE LAST TWO.

THE FIRST PERSON IS PAUL -- OR THE LAST ONES ARE PAUL KNOX AND -- PAUL KNOX, PLEASE.

MR. KNOX: GOOD AFTERNOON. MY NAME IS PAUL KNOX. I AM A TEACHER AND FOOTBALL COACH AT DORSEY HIGH SCHOOL, RIGHT DOWN THE STREET HERE IN LOS ANGELES.

FIRST OF ALL, I'D LIKE TO THANK THE LOS ANGELES CITY, CITY OF LOS ANGELES, FOR PRODUCING THIS THOROUGH DRAFT OF THE ENVIRONMENTAL IMPACT REPORT.

I THINK A.E.G. HAS DONE A REALLY VERY GOOD JOB OF TRYING TO ASSESS ALL THE IMPACT THAT THIS WILL HAVE ON OUR CITY, AND I THINK THEY'VE DONE A POSITIVE JOB ON THAT.

ALSO, I BELIEVE THEY'VE DONE AN OUTSTANDING JOB IN REACHING OUT TO OUR COMMUNITY. I KNOW, REPRESENTING A HIGH SCHOOL FOOTBALL PROGRAM AND OTHER SPORTS PROGRAMS, IT HAS REALLY BEEN A CATALYST AT THE HIGH SCHOOL LEVEL.

A.E.G. REACHED OUT TO ALL THE HIGH SCHOOLS IN THE SURROUNDING AREA AND HAS ALSO BEEN A LARGE BENEFACTOR AND SUPPORTER OF THOSE HIGH SCHOOLS, ALSO OFFERING THE PROJECT UP AS A PLACE WHERE THESE SCHOOLS MAY BE ABLE TO PLAY IN A FIRST CLASS FACILITY FOR PLAYOFFS AND CHAMPIONSHIP GAMES AND THINGS LIKE THAT.

SO I THINK THAT THE IMPACT THEY'RE GOING TO HAVE, BOTH FOR THE HEART OF THE CITY AND FOR HOW PEOPLE LOOK AT OUR CITY, AND ALSO, THE EMPLOYMENT OPPORTUNITIES THAT ARE GOING TO COME OUT OF THIS, ARE THE THINGS THAT ARE TREMENDOUS AND WILL DRIVE OUR CITY TO BE ONE OF THE NUMBER ONE CITIES IN THE COUNTRY, BOTH FOR THE ATHLETIC SIDE, AS WELL AS THE OTHER ECONOMIC ADVANTAGES THAT WE CAN HAVE.

SO I WOULD LIKE TO JUST SAY, I THINK, SPEAKING FOR MANY OF THE ATHLETIC PROGRAMS IN LOS ANGELES CITY, THAT I WOULD JUST HOPE THAT THIS

PROJECT WOULD GO FORWARD AND THAT WE CAN MAKE THIS A SUCCESS HERE IN LOS ANGELES.

THANK YOU.

MR. JONES: THANK YOU, MR. KNOX.

**Response to Comment No. 105-111**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-112**

SHIRAZ TANGRI.

MR. TANGRI: GOOD EVENING. MY NAME IS SHIRAZ TANGRI, T-A-N-G-R-I. I AM HERE ON BEHALF OF THE DOWNTOWN L.A. NEIGHBORHOOD COUNCIL.

I'VE BEEN A MEMBER OF THE PLANNING COMMITTEE FOR CLOSING ON TEN YEARS.

THE DOWNTOWN NEIGHBORHOOD COUNCIL HAS BEEN STRONGLY IN SUPPORT OF THE PROJECT FROM THE TIME IT WAS CONCEPTUALIZED BY A.E.G.

A.E.G. HAS DONE A FANTASTIC JOB WORKING WITH THE NEIGHBORHOOD COUNCIL AND OTHER STAKEHOLDERS DOWNTOWN, IN LISTENING TO COMMENTS, CONCERNS ABOUT HOW THE PROJECT WOULD DEVELOP, GO THROUGH CONSTRUCTION AND OPERATION, AND IN IDENTIFYING THE POTENTIAL IMPACTS.

AND I THINK THE RESULTS OF THAT IS AN INCREDIBLY THOROUGH AND WELL DONE E.I.R. THAT INCLUDES, WE THINK, VERY FORWARD-LOOKING, COMPREHENSIVE MITIGATION MEASURES, AND WE URGE THE CITY TO MOVE THE PROJECT FORWARD QUICKLY.

WE NOTE THAT WHILE THE C.E.Q.A. PROCESS HAS ITS OWN DEADLINES, A.E.G. HAS BEEN INCREDIBLY GENEROUS IN THE SCOPING PROCESS AND IN THE OUTREACH PROCESS FOR THE PROJECT THAT HAS ALLOWED OVER A YEAR OF

INPUT INTO THE PROJECT, EVEN BEFORE GETTING TO THE POINT WHERE WE HAD A FORMAL D.E.I.R. TO LOOK AT.

WITH RESPECT TO THE PROJECT'S BENEFITS, I THINK THERE HAVE BEEN A NUMBER OF SPEAKERS THAT HAVE TALKED ABOUT THOSE BENEFITS.

FOR THE DOWNTOWN COMMUNITY, THE JOB GROWTH POSSIBILITIES, THE EXPLOSIVE GROWTH IN TOURISM THAT CONTINUES, THE INVESTMENT IN THIS PART OF DOWNTOWN ARE EXTREMELY IMPORTANT AND ONES THAT WE CONTINUE TO SUPPORT.

ON TOP OF THAT, THE DOWNTOWN NEIGHBORHOOD COUNCIL IS INCREDIBLY IMPRESSED BY THE -- THE EFFORT THAT WENT INTO CRAFTING THE PROJECT FROM A PEDESTRIAN-FRIENDLY STANDPOINT, NOT ONLY ITS INCORPORATION INTO EXISTING TRANSIT MODES AND LOOKING AT FUTURE TRANSIT OPTIONS THAT MAY BE ADDED, BUT LOOKING SPECIFICALLY AT HOW THIS PROJECT WILL INTERFACE WITH PEDESTRIANS ON THE STREET, THE PROPOSED IMPROVEMENTS TO THE SURROUNDING SPACE, THE PUBLIC SPACE AROUND IT TO TURN IT, REALLY, INTO POTENTIALLY USABLE GREEN SPACE AND OPEN SPACE THAT WILL HELP INTEGRATE THE PROJECT INTO THE COMMUNITY, NOT JUST AS AN EVENT CENTER, BUT REALLY, A FIXTURE OF THE COMMUNITY.

THAT'S SOMETHING YOU'VE SEEN HAPPENING IN STADIUMS AROUND THE WORLD AND WE'RE PROUD TO SEE IT HAPPENING IN DOWNTOWN LOS ANGELES.

THANK YOU.

**Response to Comment No. 105-112**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-113**

MR. JONES: NEXT PERSON, AND THE LAST PERSON, IS PHIL BELLING.

MR. BELLING: HELLO. MY NAME IS PHIL BELLING AND I'M WITH L.B.A. REALTY, 1150 OLIVE STREET IN DOWNTOWN LOS ANGELES.

WE'RE THE OWNER OF THE NEARBY AT&T CENTER, AND JUST WANTED TO MAKE A FEW BRIEF COMMENTS.

WE ARE HERE TO SUPPORT A.E.G.'S EFFORTS WITH THE DRAFT E.I.R. FOR THE FARMERS FIELD PROJECT.

WE'VE WATCHED THE PROGRESS THAT THEY'VE MADE, BOTH IN THE PAST AND THE CURRENT EFFORTS WITH L.A. LIVE IN THE NEIGHBORING COMMUNITY.

I THINK WE CAN ALL LOOK AT IT AND LOOK AT THE PROGRESS BEING MADE IN TURNING THE WHOLE DOWNTOWN LOS ANGELES INTO A 24-HOUR CITY.

AND I THINK THEIR EFFORTS OF ADDING JOBS AND WHAT WE'VE ALL SEEN HAS MADE SOME GREAT PROGRESS.

WE LOOK AT FARMERS FIELD AS A PROJECT THAT JUST HAS, AGAIN, TREMENDOUS POTENTIAL FOR ADDING JOBS, NOT JUST WITH THE BUILDING OF IT, BUT MORE CORPORATIONS COMING INTO DOWNTOWN LOS ANGELES.

WE THINK THAT'S REALLY IMPORTANT. AS FAR AS L.B.A., WE OWN NEARBY 2,300 PARKING STALLS AND WE'VE WORKED OUT WITH THE A.E.G. GROUP AN ARRANGEMENT FOR THE USE OF OUR PARKING ON AN ONGOING ARRANGEMENT TO REALLY ACCOMMODATE THOSE PEAK TIMES WHEN THE DEMAND IS THERE.

SO WITH THAT, WE'RE JUST HERE TO SUPPORT THE EFFORTS AND CONTINUE TO WATCH AND REVIEW THE PROCESS AND SUPPORT WHAT A.E.G. IS DOING.

THANK YOU. MR. JONES: THANK YOU, MR. BELLING.

**Response to Comment No. 105-113**

This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-114**

[Speaker's Notes: Joe Donlin (Strategic Actions for a Just Economy)]

Talking points

2 minutes

- Good afternoon, my name is Joe Donlin with SAJE

- A project of this size will have significant impacts on housing affordability and gentrification in the surrounding area, both in Pico Union, and in other communities to the north, south, east and west of the project site, including South Park and many others.
- The DEIR's analysis on housing market impacts – found in Appendix H, and referred to in section VI – has significant flaws in its methodology. While it claims there “is little evidence of widespread gentrification” as a result of impacts from the Staples Center, the inadequacies of the study do not allow for such a conclusion. These inadequacies include:
  - First, the area studied includes only the Pico Union neighborhood. Gentrification impacts not only are seen in Pico Union, but also can be found in the communities to the North and Northwest, to the East and to the South of the project.
  - Second, the analysis of gentrification relies solely on real estate and home market values, rather than looking at rental prices over time.
  - Third, the study did not look at changes over time of demographics in Pico Union or in other neighboring communities. Changes in household size, age, income, race, ethnicity and education are among the many demographic metrics that need to be examined over time within and throughout the communities on all sides of the project.
- Each of these inadequacies represents a departure from very standard practices for measuring gentrification and housing affordability.
- Further, Knowing that many of the operations jobs on the site will be part-time and seasonal, there will be a need for additional low-income housing to reach “jobs housing balance.”
- And, given the cumulative impacts across this proposed project, the proposed USC Specific Plan, and development along the Expo Line, we urge that these issues be addressed and the true impacts on housing affordability and gentrification are mitigated through significant community benefits, including the following:
  - First, the City shall adopt a “No Net Loss” policy within the impacted areas of the proposed project, which will ensure that no units at any affordability level are lost as a result of the building and operation of the proposed project.
  - Second, AEG shall provide seed funding to establish a Housing Trust Fund whose funds will be dedicated to the production of housing affordable to the extremely low-income
  - Third, AEG shall provide funding for an additional trust whose funds will be dedicated to the retrofitting of the existing housing stock to improve habitability and to decrease slum conditions

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**Response to Comment No. 105-114**

This comment is comprised of the speaker notes for Joe Donlin of SAJE. Refer to Response to Comment Nos. 105-6 through 105-10 for responses to these comments made by Mr. Donlin.

**Comment No. 105-115**

[Speaker's Notes: Kevin James]

HUFF POST LOS ANGELES

The Public Should Have an Additional 45 Days to Review AEG's Stadium EIR

Posted: 05/15/2012 3:01 pm

AEG's 10,000 page EIR is four times the size of the Obama Administration's health care bill, and eight times the size of *War and Peace*.

If built, some believe Farmers Field would be constructed in 2013, while others are not sure when construction would begin. If Farmers Field is built, it would be a part of our skyline for over 40 years. But residents are only being allowed 45 days – just over six weeks – to review what AEG claims to be the most “thorough environmental impact report in history.”

As a candidate for Mayor of Los Angeles and a concerned citizen who has serious questions about Farmers Field and the permanent changes it would cause in relation to the Convention Center, I call upon the City's Ad Hoc Committee on The Proposed Downtown Stadium and Events Center to obtain an extension from the City of the review period by a mere 45 days. The Ad Hoc Committee is Chaired by Councilwoman Jan Perry. Councilman Bill Rosendahl serves as Vice-Chair. An extension this brief would not disrupt the timetable of the NFL or of AEG's proposed construction but would allow residents and council members an opportunity to thoroughly review one of the biggest proposals in Los Angeles in recent memory.

Common sense suggests several good reasons for my requested extension. If built, construction of Farmers Field would not even start until 2013 at the earliest. Also, the NFL will not allow serious negotiations or the final sale of a team until after the 2013 Super Bowl. Furthermore, the NFL has been using Los Angeles as a bargaining tool various for team owners for nearly 20 years and does not seem to be in a hurry now. So, what's the rush?

A quick review of the environmental report confirms a heavy use of public money – something many Angelenos feared all along. While AEG has guaranteed the costs of the stadium and municipal bonds, taxpayers of Los Angeles will be left covering the tab for street improvements, railway extensions and a proposed auxiliary lane for the 101 freeway.

The additional lane for the 101 could cost Los Angeles billions of dollars and AEG has only agreed to pay \$2.4 million to study the project. A second source of public funds will go to cover new light rail trains and buses, platform extensions, and capital and operational expenses for increased serviceability – all of which AEG has put on the public's back.

We have been promised from the beginning by all of our elected officials that no public money would be used. We need additional time to ensure that the people of Los Angeles will not get left holding the bill.

In addition, Sacramento has already provided AEG with an environmental pass. The least our City Council can and should do is provide residents, voters and environmental groups with a reasonable opportunity to review the impact on our local environment.

Transportation ramifications need more analysis. AEG only studied 177 intersections. In a presentation to the Sherman Oaks Homeowners Association last year, AEG representatives claimed that AEG would study every intersection from here to Brea. They clearly did not.

AEG also failed to study the combined affects of traffic between Farmers Field and the STAPLES Center or Dodger Stadium. Maybe that means the NBA will agree that the Lakers and Clippers will not play on Sunday during football season (which seems like a stretch to me) or maybe it was an oversight, but either way we need to ask those questions.

And then there's parking vs. public transportation. Despite big assurances that everyone will ditch their cars and seek light rail, the numbers do not add up. In New York, the home of the most comprehensive public transportation system in the country, no more than 8,000 fans take public transportation to Jets and Giants football games.

Also, AEG's report used Target Field in Minneapolis and AT&T park in San Francisco as comparison stadiums regarding their assumption of how many football fans would take public transportation to get to Farmers Field. What virtually every reporter covering the story seemed to miss is that Target Field and AT&T Park are baseball stadiums – Farmers Field is for football.

Football has a tailgating culture that baseball simply does not have and as I told an Associated Press reporter at AEG's press conference, football fans cannot take their barbeque grills and other tailgating equipment on the subway.

Parking is obviously important to drivers in Los Angeles. Outside parking that allows for tailgating is a significant attraction for football fans. AEG did not study either and we need to know why.

My call for a 45-day extension is based on common sense and common concerns. There is no rush and no legitimate reason why the City's Ad Hoc Committee on The Proposed Downtown Stadium and Events Center should not seek an extension of the review period by 45 days.

I ask that Councilwoman Perry and Councilman Rosendahl exercise leadership in their roles as Chair and Vice-Chair respectively of the City's Ad Hoc Committee and side with the taxpayers and the community on this request and allow us more time to review AEG's EIR which AEG claims is the "most thorough in history."

*Kevin James is an attorney, former Asst. U.S. Attorney, former radio broadcaster and candidate for L.A. Mayor*

### **Response to Comment No. 105-115**

This comment comprises an internet posting made by Kevin James regarding public review of the Draft EIR. Please refer to Topical Response 3, Public Review of Draft EIR, and Response to Comment Nos. 105-18 and 105-19, which include responses to several of the issues raised in this posting. Also refer to Topical Response No. 1 regarding transit use assumptions. With regard to the number of intersections studied, the Draft EIR addressed those locations, identified in agreement with LADOT, where the most Proposed Project traffic would occur and would most likely to have impacts.

### **Comment No. 105-116**

[Speaker's Notes: Hamid Khan (LA CAN)]

[flyer]

If you SEE something SAY something™

Did you **SEE** something suspicious in or around the arena?

They **SAY** something to local authorities to make it right.

**Response to Comment No. 105-116**

This comment is comprised of a flyer submitted by speaker Hamid Khan. This comment does not raise environmental issues and will be forwarded to the decision-makers for review and consideration.

**Comment No. 105-117**

[Speaker's Notes: James Porter]

My name is James Porter and I've been living in Downtown Los Angeles for the past 20 years.

One of my main concerns about the impact that the proposed stadium project will have on the community is about public safety and policing. I've been in Downtown during its redevelopment, and I've personally experienced that with new development comes more private security and more police. And I've experienced first hand the amount of racial profiling and harassment of homeless and low-income people that unfortunately accompanies projects and developments like this one.

I'm afraid that with the new Farmers Field will come more police and more profiling. I already don't feel comfortable or safe in my neighborhood. And I don't want to feel worried that on game days I will be harassed and stopped by LAPD or private security because of my race - because they assume that I wouldn't be going to a game or a business in the area.

I want all city or private security that would be going to the stadium to make a statement that they will not enact "quality of life" policing. It doesn't work. It only leads to harassment and profiling of low-income and homeless people of color.

Lastly, I want to talk a little about the 10,000 page EIR and the only 45 days we had to read and analyze this document. We tried working with AEG, with Council members Perry, Rosendahl, and Reyes, as well as the housing department to get a 90 day extension. We felt that the impacts were too great and the EIR was too long for only 45 days.

But we hardly received any feedback for our request. And it seems once again that the city is placing the priorities of billionaires over the health and lives of low income communities who actually live in the project area.

We demand that as this process moves forward – that community residents have a greater voice.

You said you care - then show us by responding to our recommendations.

Thank you.

### **Response to Comment No. 105-117**

This comment is comprised of the speaker notes for James Porter. Refer to Response to Comment Nos. 105-44 and 105-45 for responses to these comments made by Mr. Porter.

### **Comment No. 105-118**

[Speaker's Notes: General Dogon]

My name is General Dogon and I was born and raised on skid row where I presently live and work at the Los Angeles Community Action Network. I live in skid row, but in the area that the new downtown now calls "The Historic Core."

As a downtown resident, one of my concerns with Farmers Field is with public safety. For example .... when Staples Center was built, it just didn't bring the Lakers and Kobe, but it also brought 110 extra police and dozens of private security guards as well. They said they wasn't going to be focusing on community residents going 2 and from their homes, but that wasn't the case. Low income residents standing outside their homes smoking cigarettes or just getting some fresh air was told they was loitering and got 2 either go back in their units or keep it moving.

Many of the civil and human rights of low income residents were violated because of Staples and LA Live. Now with all the current hype of Farmers Field, the Central City Association, including AEG, convinced Chief Beck to send 50 more cops to downtown to an area that has one of the lowest crime rates in the city.

Now, the EIR describes even more police and security that will be used in and around the stadium. Of course stadium goers should be safe – but what will that mean for the rest of us, black and brown residents? We believe it will only result in more low income residents being harassed and more of our civil and human rights being violated.

So my recommendation is that the EIR must include mitigation that protects our rights, including:

1. Creating a community task force to monitor and report interactions between police/priv.sec.guards and community residents.
2. Keep this task force active for the next 10 yrs.
3. Relocate the stadium to Dodger Stadium or somewhere else out of downtown.

Thank you.

**Response to Comment No. 105-118**

This comment is comprised of the speaker notes for General Dogon. Refer to Response to Comment No. 105-46 for response to these comments made by General Dogon.

**Comment No. 105-119**

[Speaker's Notes: Soni Abdel]

My name is Soni Abdel and I am a resident of Downtown LA. I was born and raised in Los Angeles and I've been here for the past 42 years. I've seen basketball and football teams come and go.

The main impact I'm concerned about is about employment and jobs. I worked for Trade Shows at the convention center part-time and on-call in the late 90's and early 2000s.

If the new stadium does bring new jobs, I want to make sure that 50% of all permanent jobs, both full-time and part-time, should go to local residents with zip codes with the closest proximity to the proposed stadium. These percentages of locally hired employees should remain a requirement as long as the stadium remains in operation. The EIR states that most jobs will go to local residents, and uses that fact to AEG's advantage – but we need guarantees.

These jobs should pay a living wage as determined by the strongest regulatory language and also include full benefits for ALL employees, full and part-time.

These jobs should be for those local communities with the highest rates of unemployment and to residents who are directly displaced from their homes as a result of the proposed stadium project. Qualifications for the jobs created by the stadium project should relate directly to the job duties and responsibilities, and not include measures aimed to disqualify

local residents (for example, credit checks, arrest records, etc.). And the hiring practices should follow the strongest regulatory language that applies.

Lastly, the local hiring agreement should include a STRONG monitoring and enforcement plan that is implemented with funding from AEG and that involved local residents and stakeholders.

If the stadium project goes through, it will make the city, the NFL, and AEG millions upon millions of dollars. It is not too much to demand that the community and local residents share in this prosperity and gain from this stadium being built. AEG should step forward and guarantee that we all benefit from the stadium. Thank you.

### **Response to Comment No. 105-119**

This comment is comprised of the speaker notes for Soni Abdel. Refer to Response to Comment No. 105-47 for response to these comments made by Ms. Abdel.

### **Comment No. 105-120**

[Speaker's Notes: Rocky Pelliccino]

Good evening. My name is Rocky Pelliccino and I am a Labor Leader in the greater Los Angeles area as Business Representative for the Sheet Metal Wkrs Local 105. We represent some 6,000 members with approx. 40% of our membership that live & shop in Los Angeles & surrounding area.

Two special thank yous

(First): For allowing us to speak before our City officials

(Secondly): For the City of Los Angeles in bringing to all Angelino's w/ AEG a very thorough Draft Environmental Impact Report or also known as an EIR.

With some 170 plus mitigation issues that have been introduced in this report, with many of these are directed to construction, and rightfully so. In constructing a project of this size, the area residents should be a top priority for their safety, and listening to AEG on many occasions, they have assured that the area Residents will be protected at all times. AEG has a perfect record of keeping their word to the community.

You have Read, Read, and Read and Heard, Heard, and Heard all of the great things that this proposed project will bring to our great city, which we are dire in need of. Amounts of monies that have already been spent, to the final dollar that have been promised to make this dream a reality for many of Angelinos, is off the chart.

We are here tonight AS A TEAM. Our team is 100% committed in job creation which is identified in this EIR report.

Our team is 100% committed in local hiring & opportunities in choice of joining an apprenticeship program. Our team is here in—by introducing another sort of an EIR.

E; for El Tepeyac of Boyle Heights. A True Angelino Restraunt

I; Interest by many private groups to bring their flair to Los Angeles

R; Roscoes house of Chicken & Waffles will be here.

That is the other side of this proposed project, with many more heartfelt small business owners, that can reach the American Dream.

Here tonight; Lets Team Up

Lets Show America & the World that Los Angeles gets it.

Our team knows how to create jobs, stimulate growth for our fragile economy, and Yes a 10,000 page & 26 million EIR Report w/ full transparency front to back.

It's Time Ladies & Gentlemen To Step-up To The Plate

Our vision is simple

Jobs—Revenue—Opportunities

NOW THAT IS A Game Winning Touchdown

Thank-You & God Bless

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**Response to Comment No. 105-120**

This comment is comprised of the speaker notes for Rocky Pelliccino. Refer to Response to Comment No. 105-67 for the response to these comments made by Mr. Pelliccino.

**Comment No. 105-121**

[Speaker's Notes: Hilary Norton (Fixing Angelenos Stuck in Traffic)]

As Executive Director of FAST (Fixing Angelenos Stuck in Traffic), I am writing to comment in support of AEG's Convention and Event Center Project Draft Environmental Impact Report (DEIR), especially regarding mobility improvements and transit integration as part of the Farmers Field and Convention Center plan.

FAST is a component fund of the non-profit California Community Foundation. We are public-private coalition of business, labor, education, transit, planning and community organizations, and individuals, representing over two million business owners, workers, faculty, students, and residents in Los Angeles County who all want to improve our region's mobility. FAST is dedicated to implementing practical, short-term solutions to fixing traffic in the Los Angeles region - the worst traffic crisis in the entire nation - which costs our economy \$12 billion each year and a total of 515 million hours each year in lost productivity.

As such, FAST is delighted to support the transit-centered and comprehensive modal options presented in the DEIR for Farmers Field and the Convention Center which will tie economic development, tourism, and sports to state of the art mobility options. The DEIR estimates that this project will create over 12,000 construction jobs and over 11,000 permanent jobs, while also producing \$27.3 million per year in revenue for the City of Los Angeles' general fund.

We at FAST appreciate AEG commitment to contribute over \$1.5 million for ramp meter upgrades and offering \$2.5 million to add a lane on the Hollywood Freeway to ease the current bottleneck as these improvements will be for travelers 365 days a year, not just a benefit to Farmers Field patrons. AEG's freeway improvements will also provide drivers with multiple outlets from the freeways to downtown, thereby distributing vehicles to numerous entrance points into the area.

As an advocate for the ExpressLanes pilot project being implemented on the I-110 freeway, and opening in October, we know the ExpressLanes will also ease traffic coming into the

city while encouraging people to travel by carpool, charter bus, or transit bus along these routes.

This project is only adding 1,100 parking spaces on-site due to the 50,000 parking spots within a fifteen minute walk from Farmers Field and the Convention Center, which will encourage a variety of entry points into downtown and an influx of pedestrians from all over the city which will help promote greater economic vitality and add to the game day experience thereby easing the need for visitors to arrive and leave at the same time.

In the detailed Transportation Management Plan, which will be developed at a later date, FAST strongly encourages AEG and the City of Los Angeles to create routes for shuttles from around the downtown area to the event centers in order to assist families with small children or people who have difficulty walking.

FAST applauds the improved pedestrian amenities and connectivity to the nearby Expo Line and Blue Line stations and the commitment of \$10 million to improve the current Pico Station by adding an additional platform on Flower Street for waiting passengers. These improvements will give Los Angeles

area residents and visitors the chance to see how easy it is to get to and from downtown by public transit. The DEIR document estimates 11,000 transit riders for weekend events, and 14,000 transit riders for weekday events. FAST believes that Farmers Field and the Convention Center improvements will create a unique destination which will convert Sunday transit riders into Monday through Friday transit riders.

FAST commends AEG's work so far with Metro and Metrolink to offer discounted tickets or other amenities to those who arrive to the NFL stadium by rail, bus, shuttle, bicycle, and pedestrian means, rather than arriving by car. We encourage AEG to continue to work with transit agencies to seek ways to incentivize riders to purchase renewable long-term passes as well as include numerous transit pass sales kiosks beyond those at the stations themselves, in order to improve rider flow onto the trains.

As a long time advocate for a Mobility Hub network in Los Angeles, connected to bicycle lanes, we commend AEG for providing 250 new bicycle parking spaces in the onsite parking garages as well as providing \$750,000 to support LADOT's Mobility Hub program, in conjunction with the current bike lane planning concepts being evaluated for the Figueroa Corridor Study. The Convention Center has agreed to provide space for a Mobility Hub – care-share, bike-share, and bike parking amenities – which will be especially useful for Convention Center events, as Mobility Hub amenities provide visitors with multiple options for experiencing Los Angeles.

For purposes of conservative analysis, AEG has taken no trip credits associated with these above items. FAST and our partners look forward to working with AEG to help demonstrate the number of people who will use these alternatives instead of driving alone to Farmers Field and the Convention Center.

We thank AEG for seeking community input throughout this process in order to make this project a benefit to the entire region.

**Response to Comment No. 105-121**

This comment is comprised of the speaker notes for Hilary Norton. Refer to Response to Comment No. 105-89 for response to these comments made by Ms. Norton.

**Comment No. 105-122**

[Speaker's Notes: Ben Gary]

Good afternoon.

My name is Ben Gary and I represent me.

First, I would like to thank the City of Los Angeles for producing a thorough Draft Environmental Impact Report. It is clear that the City and applicant have analyzed all possible project impacts.

The over 170 mitigation measures identified in the DEIR will ensure that many project impacts are reduced or eliminated. The commitment to reduce to zero the net emissions of greenhouse gases from private automobile trips to the Event Center and additional measures to reduce the number of auto trips to Farmers Field so that it is the best in the nation, all create a game changer in stadium development.

We should all be proud of this project. It will result in significant job creation at a time when our region needs it the most and when families are hurting for opportunities. It will also include comprehensive community benefits such as:

- Local Hiring Goals
- Job Training Opportunities
- Opportunities for Youth

- New Parks and Green Space Development
- Opportunities for Small Businesses, Minority and Women Owned Businesses
- Improvements to Public Transit
- Neighborhood Protection Plan
- Comprehensive Pedestrian Friendly Streetscape Plans
- New Revenue for the City, County and State of Los Angeles
- Improved Convention Center and New Special Events Center that support the hospitality, sports and tourism industries in Los Angeles

These efforts will help foster additional economic development in Downtown Los Angeles and neighboring communities.

We are excited at the prospect of Farmers Field serving as a catalyst for economic revitalization.

#### **Response to Comment No. 105-122**

These comments are noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

#### **Comment No. 105-123**

[Speaker's Notes: Sierra Club Angeles Chapter]

The Sierra Club Angeles Chapter Transportation Committee would like to compliment the thorough analysis prepared thus far by AEG/The Mobility Group on the transportation impacts and suggested mitigations. We are pleased so far to find many of the suggested mitigations originally prepared in our April 2011 comment submission, especially upgrades to the Pico Metro Blue/Expo Lines station. However as of this time there are still details that will need to be worked out and will continue to monitor such as:

- Bike Infrastructure: To work with LA City Bicycle Advisory Committee and LA County Bicycle Coalition to develop bike lanes connecting from the surrounding area into the proposed bike parking and valet bike services

In this letter we will amend to our original April 2011 suggestions the following additions:

- Ticket Bundling: To use all AEG/Event Center tickets to double as valid fare media to reduce fare queuing before and after events;
- Renewable electricity rooftop solar panels on the New hall and Bond Street Parking structures in conjunction with the original suggestion of charging ports for plug-in Electric vehicles;
- Pico-Union Parking: Expand the Downtown “Express Park” parking metering system to include Olympic, Pico and Venice Boulevards with revenue generated during AEG events to go directly into a Local Pico-Union BID and to work with LADOT and City Council staff to develop a Permit parking zone for residents of the immediate AEG facility vicinity to reduce impacts to those residents on major AEG events.

We would like to see these components along with a mitigation monitoring program to continue on-going discussion at all future meetings and be a participatory party involved in the conversation when discussing this event center.

### **Response to Comment No. 105-123**

These comments provided to the City of Los Angeles at the May 16, 2012, public hearing are identical to those provided in Comment Letter No. 23. Please refer to responses to Comment Letter No. 23.