

LETTER NO. 100

Dated: 2/22/01

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[No Address]

COMMENT 100.1

Many of my neighbors and I have been meeting with Staples Center executives in search of solution to the problems created since the construction of the current area.

The way things look like at the present time in our neighborhoods, this new project will complicate existing problems, such as:

More traffic, no parking in the street.

We base these arguments in that so far, the problems created with the construction of the Staples Center have not been solved for the benefit of our community. Without proper Planning for the new project, these problems will worsen.

Some of us requested an extension for the Environmental Impact Report comment period, so we could understand, analyze it, and make better and more assertive comments to this report, which is very technical, hard to understand, and difficult to respond.

RESPONSE 100.1

Existing conditions, such as those associated with operation of STAPLES Center, were carefully considered in the planning of the Los Angeles Sports and Entertainment District Project and also contributed to the assessment of identifying the potential impacts of the Project and mitigation measures. It is important to note that although the STAPLES Center is owned by the Project Applicant, it is separate and distinct from the proposed Project, consistent with CEQA Guidelines Section 15378(c) which states, “[t]he term project refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies.” STAPLES Center underwent its own environmental review process and the Final EIR for that project was certified by the City in 1997.

The potential impacts of the proposed project on traffic and parking were analyzed in the Draft EIR in Sections IV.F.1. Traffic and IV.F.2. Parking. Refer to Responses to Comments 15.19 and 15.20 for discussions regarding neighborhood traffic issues and Responses to Comments 15.21 through 15.26 for discussions regarding parking. The Project includes provisions for the funding of a

Neighborhood Traffic Management Plan. As shown in Section IV.F.2. Parking, of the Draft EIR, Project parking requirements will be met through the provision of on-site parking and off-site parking. Thus, there will not be an incentive for Project visitors to park on neighborhood streets caused by lack of parking supply. Notwithstanding the adequacy of supply, the Project will have the potential to affect the availability of on-street parking. To address this possibility, the Applicant will work with LADOT and the community on the implementation of a pilot program for a residential parking permit system.

The Draft EIR was circulated for a 45 day public review period in compliance with CEQA Guidelines Section 15105 and standard City practices. Regarding requests for extension of the Draft EIR public review period, refer to Response to Comment 15.2.