

Appendix U

Public Service Letters



LOS ANGELES POLICE DEPARTMENT



CHARLIE BECK
Chief of Police

ANTONIO R. VILLARAIGOSA
Mayor

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Los Angeles, Calif. 90030
Telephone: (213) 486-8440
TDD: (877) 978-3500
Ref #: 1.15

July 26, 2011

Mr. Bruce Lackow, President
Matrix Environmental
6701 Center Drive, Suite 900
Los Angeles, California 90045

Dear Mr. Lackow:

The Convention Center Modernization and Farmers Field Project involves the Los Angeles Police Department's Operations-Central Bureau (OCB). Enclosed are crime statistics, response time to emergency calls for service, and personnel statistics, which were obtained from Operations-Central Bureau, and Counter-Terrorism and Special Operations Bureau (CTSOB). The Department's response is based on information received from the area in which the project is located, Information Technology Division and input from Community Relations Section personnel.

A project of this size, without adequate mitigation would have significant impact on police services in Central Area. The Department is available to advise you on crime prevention features appropriate for the design of the property involved in this project. The Department strongly recommends that the developers contact OCB and CTSOB personnel regarding these features.

Upon completion of the project, you are encouraged to provide both OCB and CTSOB Commanding Officers with a diagram of each portion of the property. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any questions regarding this response, please contact Assistant Chief, Michel R. Moore, Office of Special Operations, at (213) 486-8440.

Very truly yours,

A handwritten signature in black ink, appearing to be "C. Beck", written over a horizontal line.

CHARLIE BECK
Chief of Police

Enclosures

FACT SHEET

**DEPARTMENT RESPONSE TO MATRIX ENVIRONMENTAL
CONVENTION CENTER MODERNIZATION AND FARMERS FIELD DRAFT
ENVIRONMENTAL IMPACT REPORT**

July 20, 2011



Prepared in partnership by:
Counter-Terrorism and Special Operations Bureau
Operations-Central Bureau

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DEPARTMENT RESPONSE TO MATRIX ENVIRONMENTAL CONVENTION CENTER MODERNIZATION AND FARMERS FIELD DRAFT ENVIRONMENTAL IMPACT REPORT

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Background:

This document is in response to a request for police service information by MATRIX Environmental, who is preparing a Draft Environmental Impact Report (EIR) for the proposed Convention Center Modernization and Farmers Field development ("the Project") in downtown Los Angeles at the site of the Los Angeles Convention Center.¹ Their EIR study is in accordance with the California Environmental Quality Act (CEQA).

The proposed Project would occur within the existing Los Angeles Convention Center property. The Project Site is generally bounded by the following major roadways: the I-110 Harbor Freeway to the west; Chick Hearn Court to the north; Figueroa Street to the east; and Venice Boulevard to the south. The Project would involve the replacement of the existing West Hall with a new hall built over Pico Boulevard and immediately adjacent to the South Hall. A new multi-purpose Event Center would be built on the site of the existing West Hall. The Event Center would accommodate spectator events, including National Football League Football games, with seating up to 72,000 persons or expandable for special events such as the Super Bowl or other major events up to 76,500 persons. When not used for spectator events, Farmers Field would be used as an additional Convention Center exhibition hall with meeting rooms totaling 225,650 square feet of usable floor area. In addition, two parking structures would be rebuilt with a net new additional parking of 1,290 spaces, which will be utilized for VIP parking. MATRIX Environmental is anticipating that the Project construction would commence immediately upon approval EIR, which is anticipated to occur in mid 2012.

The Project would be developed in three phases. Phase 1: Will consist of construction of the replacement hall and new parking facilities; phase 2: demolition of the Convention Center West Hall; and phase 3: construction of Farmers Field. Total Project construction is estimated to be completed sometime in 2015.

MATRIX Environmental has indicated that their scope of review for the Project requires analysis of potentially significant impacts to police and public safety services that may be created by the proposed Project, as well as an initial draft of suggested mitigation measures that may reduce or eliminate these impacts. They have asked for the Los Angeles Police Department (LAPD) assessment and response in eleven categories.²

¹ Throughout this Fact Sheet, the three- phase building development of Farmers Field is referred to as "the Project."

² Responses were compiled by Operations-Central Bureau and Counter-Terrorism and Special Operations Bureau.

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Findings:

Question No. 1: *Which LAPD station(s) would serve the proposed Project? Please identify the distance of the station(s) from the Project Site.*

The majority of the proposed Project will be located within the geographic area currently served by Central Area of the Los Angeles Police Department (hereinafter referred to as LAPD, the Department). A portion of the parking areas associated with and identified in the proposed Project (area south of Interstate 10, and north of 23rd Street, bound by Main Street on the east and Hope Street on the west) is served by Newton Area, LAPD. It is reasonably anticipated that additional traffic and pedestrian impact will likely also occur within Rampart Area and potentially Southwest Area, although those areas were not initially identified as anticipated impact areas in this information request. The proposed Project lies approximately 1.7 miles from Central Area Community Police Station, 3.25 miles from Newton Area Community Police Station, and 1.25 miles from Rampart Area Community Police Station.

Question No. 2: *Does the LAPD currently have plans for the construction of any new police stations or the expansion of existing stations that would serve the Project Site?*

The Department currently has no planned new construction or expansion projects affecting police facilities serving the proposed Project site and vicinity.³

Question No 3: *What are the existing staffing levels at each police station included in response to Question No. 1*

The existing staffing levels at **Central Area** are as follows:⁴

- 419 sworn personnel allocated

The existing staffing levels at **Newton Area** are as follows:

- 313 sworn personnel allocated

The existing staffing levels at **Rampart Area** are as follows:

- 278 sworn personnel allocated

The existing staffing levels at **Southwest Area** are as follows:

³ Information for response No. 2 obtained from Los Angeles Police Department-Facilities Management Division.

⁴ Information for response No. 3 obtained from Los Angeles Police Department, Office of Operations-Field Deployment Unit, for Deployment Period 4-2011.

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- 355 Sworn personnel allocated

Question No. 4: *What are the existing operating conditions at each police station included in response to Question No. 1? For example, are the stations operating at full or partial capacity and are the facilities adequate to meet the Project area's current demand for police services?*

All geographic divisions of the Department, including Newton and Central Areas, are fully and consistently staffed according to existing needs. The determining of those staffing needs is predicated upon the analysis of crime data, population density, and other specific demographic variables. Any additional staffing needs required by the projected demands of the proposed Project will be similarly calculated. In 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. The LAPD requests 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 (west of the proposed Project) 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.

Question No. 5: *In what Reporting District(s) is the proposed Project? Please provide incident data, by type of incident, on a monthly and annual basis for each Reporting District. Please provide monthly data for the last 2 years and annual data for the last 5 years.*

The proposed Project is located within Reporting Districts (RDs) 181 and 191, Central Area. The identified impact area, including all identified off-site parking areas, also includes RDs 141, 151, 161, 171, 181, 191, 142, 152, 162, 182, 192, 134, 135, 143, 144, 145, 153, 154, 164, 163, 174, 185, and 195 (in Central Area), and RD 1321, (in Newton Area). The requested incident data (total incidents-assigned a Division of Records Number) for these RDs in total (with the itemized totals for RDs 181 and 191 appearing directly below each total) is as follows:⁵

2006	2007	2008	2009	2010
10289 (total)	8630 (total)	8230 (total)	7940 (total)	7649 (total)
RD 181 269	RD 181 190	RD 181 202	RD 181 271	RD 181 330
RD 191 140	RD 191 151	RD 191 111	RD 191 94	RD 191 107

⁵ Information for response No. 5 provided by Los Angeles Police Department, Administrative Services Bureau-Information Technology Division.

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Additionally, for the 2009 and 2010 calendar years, a breakdown of total incidents, assigned LAPD Division of Records numbers, by month, was requested for the identified RDs (141, 151, 161, 171, 181, 191, 142, 152, 162, 182, 192, 134, 135, 143, 144, 145, 153, 154, 164, 163, 174, 185, 195, and 1321). The monthly totals for the identified RD's are as follows:

Month	2009	2010
January	689	569
February	526	546
March	700	632
April	703	626
May	711	661
June	750	781
July	701	739
August	632	575
September	670	593
October	663	686
November	589	631
December	606	610

Though not specifically requested, the proposed Project would likely impact portions of Rampart Area to a significant degree, due to both vehicular and pedestrian ingress and egress, parking, and anticipated incident increases. The Rampart Area Reporting Districts most likely to be impacted are 269, 279, 289 and 299. The annual incident totals for the 2010 and 2009 years for these specific RDs (total crime-assigned a Division of Records Number, using the same collection parameters as above) are as follows:

Reporting District	2010	2009
269	491	476
279	186	206
289	146	145
299	188	217

Question No. 6: *What is the average citywide LAPD response time for emergencies? What is the average emergency response time within the LAPD Division(s) that would serve the Project Site? What is the average response time for crimes in the proposed Project's Reporting District? Do these response times meet the standards of the LAPD?*

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The average Citywide response time for emergency calls for service, identified by LAPD Communications Division (2010 calendar year), and assigned “Code Two” or “Code Three” response status, are 17.1 minutes and 6.1 minutes, respectively.⁶ The Department defines, in summary, Code Three response as the use of forward facing red light and siren during the operation of a police vehicle to respond to incidents requiring immediate police presence and/or assistance. Code Two response, in summary, is defined as immediate response to incidents of major police importance, without delay, but in observance of all rules of the road, and without the use of vehicle emergency lighting equipment or siren.

The average response time for Central Area for the same classification of service requests in RD 181 (2010 calendar year), is 7.816 minutes for Code Two, and 3.225 minutes for Code Three calls for service. The average response time for Central Area in RD 191 (2010 year) is 14.633 minutes for Code Two, and 6.425 minutes for Code Three calls for service.

The average response time by Central Area for emergency calls for service (2010 calendar year) in the Reporting Districts associated with the proposed Project (RDs 141, 151, 161, 171, 181, 191, 142, 152, 162, 182, 192, 134, 135, 143, 144, 145, 153, 154, 164, 163, 174, 185, 195), are 4.908 minutes for Code Three response, and 11.344 minutes for Code Two response.

Central Area (2010 calendar year), divisionwide, averaged 4.467 minutes response time for Code Three calls for service, and 12.142 minutes for Code Two calls for service.

Newton Area (2010 calendar year), divisionwide, averaged 5.567 minutes response time for Code Three calls for service, and 17.025 minutes for Code Two calls for service.

Central and Newton Areas both outperformed the average Departmentwide Code Two and Code Three response times for the 2010 calendar year.

Question No. 7: What is the officer-to-resident ratio for the proposed Project’s Reporting District(s)? What is the officer-to-resident ratio citywide? Do these numbers meet the service ratio standards of the LAPD? Since these ratios are typically expressed in terms of the number of officers per 1,000 resident populations and the Project does not include any residents, what criteria should be used to assess impacts from the proposed Project?

⁶ Information for response No. 6 provided by Los Angeles Police Department, Administrative Services Bureau-Information Technology Division.

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The current number of residents identified by Reporting Districts for the proposed Project are as follows:⁷

RD	Residents
141	0
151	0
161	24
171	458
*181	0
*191	330
142	252
152	12
162	735
182	1559
192	1854
134	170
135	211
143	2
144	326
145	170
153	1431
154	449
163	514
164	318
174	148
185	434
195	675
1321	2427

*NOTE: RDs 181 and 191 are specifically associated with the proposed Project, with all other RDs being impacted primarily by parking and associated vehicular and pedestrian ingress/egress. Although the resident population of Central Division is low, daytime population can rise to well over 500,000 people, for work and entertainment.

The residential population count for the RDs identified above were based upon 2000 US Census results, the most current records available. Central Area is currently staffed by 419 sworn

⁷ Information for response No. 7 provided by Los Angeles Police Department, Administrative Services Bureau-Information Technology Division.

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personnel. Current officer to resident ratio, City wide, based on 2000 US Census data is 3,694,820 total residents to 9,876 officers (current LAPD staffing levels as of April 22, 2011), which equates to 2.673 officers to every 1,000 residents.

“What criteria should be used to assess impacts from the proposed Project?”

The primary area for the proposed Project (RDs 171, 181, and 191) has few residents. Furthermore, the larger area associated with the proposed Project has relatively few residents, compared to other areas of the City. The Department utilizes specific formulas to calculate deployment of resources, and would continue to use these formulas to amend the deployment criteria for Central Area if the proposed Project is realized. However, the modernization of the Convention Center and construction of Farmers Field would create a policing need outside the realm of these traditional policing formulas. The Projects demands on LAPD resources would be addressed by the Project’s Security Plan which would consider the Project’s event calendars and traffic studies. This assessment of personnel needs would be also partially based on the use of private security personnel and other policing and security options. At that time, the precise officer to resident ratio numerical value for these specific RDs can be identified.

Question No. 8: Please provide any other information regarding potential impacts of the Project on police services.

The following responses identify general issues and mitigating discussion items, determined through general consultation and discussion with experts in each of the identified fields. These are preliminarily identified mitigation discussion items only. The development of a comprehensive security plan coupled with proactive mitigation strategies developed in partnership with impacted stakeholders entities, i.e. California Department of Transportation (Caltrans), Los Angeles Department of Transportation (LADOT), LAPD, Los Angeles Fire Department (LAFD), California Highway Patrol (CHP), Metropolitan Transit Authority (MTA), Los Angeles County Sheriff’s Department (LASD), etc., would be adequate to address the range of impacts on LAPD resources.

8-A. Crime

Historically, in the City of Los Angeles, large parking areas associated with areas such as malls, schools, large multi-unit residential facilities, etc., experience increased instances of vehicle-related crime. It should be expected that this project would regularly add potentially tens of thousands of vehicles to this area at any given time.

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Although the majority of the residents in the Project area are hard-working, law-abiding citizens, the increase in numbers of people and vehicles in the area will certainly bring about the potential for an increase in crime. The predominant crime type currently noted in this area is property crime, including burglary from motor vehicle, theft from motor vehicle, grand theft-auto and personal theft.⁸ In most situations, these are crimes of opportunity whereby victims leave valuable property in a vehicle in a public area, or have their vehicle, or components, taken while parked in a parking lot.

Large venues of this nature also introduce the opportunity for ticket “scalping,” fraud, pickpocket, and other, property, merchandise and copyright-based civil and criminal violations of law, and these are issues that should be reasonably anticipated.

Consideration should also be made regarding “tailgating,” an activity strongly associated with football venues, and strongly entrenched in the football culture. Given the proposed parking strategies (see “Traffic Flow” below), it would be reasonable to foresee this being engaged in activity.

These anticipated crime problems would be addressed by continued utilization of robust prevention, education and security programs, for both the Department personnel eventually assigned to the area, and private security strategies. It is believed that these types of programs can and will be implemented in the L.A. LIVE area before, during and after the construction of the proposed Project. Consistent application of these types of programs can, and historically have, minimized the impact crime may have on the proposed Project.

It is the mission of the LAPD to not only deter crime, but also apprehend suspects and work with in partnership with community and business stakeholders to create a safe environment in and around the Project site.

Mitigation Discussion Items for Crime: Property crimes reduction can benefit from a robust prevention and education and security program. It is imperative that the Project management, Anshutz Entertainment Group (AEG), and other stakeholders, i.e., DOT, BID, CHP, LASD work in partnership with the LAPD to implement programs in the Project area, before, during and after the construction. Proactive and consistent programs can minimize the impact the Project may have on crime, and provide residents and visitors with a positive experience.

⁸ EOY 2010, property crime comprised 80.55% of all Part I Crime, City-wide.

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The following actions may be considered for discussion to mitigate anticipated criminal activity due to the anticipated increase in numbers of visitors and vehicles to the proposed Project venue and vicinity:

- **Education:** Crime prevention education to harden targets, accomplished through a cooperative effort between the Business Improvement District (BID), AEG Security and parking lot associations and other private security entities.
- **Parking:** The area surrounding the Project is already heavily congested. Parking is limited during week day business hours and almost all of the parking lots are privately owned and operated. The parking issues could best be served by AEG coordinating with various parking lot operators in the vicinity of the project.
- **Technology:** The use of strategically placed camera systems to include License plate reader technologies in conspicuous locations in and around the Project site. This should include the areas where pedestrian ingress/egress, parking lots and public areas. This will not only deter crime, but also facilitate investigation of crime. The development and planning process should consider inclusion of Department experts in order to ensure maximum benefit and utilization options.
- **Public Safety:** Consideration should be made for continued Department partnership with the BID's and other private security stakeholders, to create layers of highly visible security. These measures would facilitate a sound communication and coordination system, ensuring consistency in provision of service. Further consideration should be made of the use of a robust private security element, and the associated City permit process should include requirements for private security staffing.
- Continue the working relationship with AEG to mitigate the effects of alcohol served at the venue when it can clearly be demonstrated it contributes to the safety of the area and individuals attending the venue.
- Planning and contractual agreement regarding the use of private, uniformed security personnel. Planning and contractual agreement with the City, regarding the use of LAPD personnel working in an off duty and also overtime basis. (see Command and Control Section).

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- Facilitate discussion regarding development of state of the art environmental design as well as the use of cameras utilizing behavior identification/predictive software, in parking lot entrances, security kiosks and emergency call stations.
- Considerations in identifying a specific fee-required “tailgating sites” for management and oversight of the activity.

8-B. Crowd Management

Department personnel staff many special events at STAPLES Center, the Los Angeles Convention Center (LACC) and L.A. LIVE throughout the year. These events range from small movie premieres to National Basketball Association championships. The degree to which crowd management and control is developed and implemented has an enormous impact upon the immediate and adjacent residential and business concerns, as well as the managed event and venue. The staffing of special events goes through an exhaustive planning and deployment process in which the Department works closely with the organizer(s) to determine how best to provide adequate security for the event or events. The processes include:

- Preplanning meetings with organizers.
- Meeting and planning consistent with Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) standards involving public and private public safety agencies.
- Appropriate deployment and the creation of a unified command consistent with Incident Command System (ICS) protocols.

Mitigation Discussion Items for Crowd Management: This project proposes to significantly enhance the Convention Center, likely establishing it as among the five mostly heavily used and sought after venues of this type in the nation, and to create an Event Center (Farmers Field) that will join an already vibrant STAPLES Center and L.A. LIVE venue. This, admittedly by the designers, will be a unique attraction and destination location that will significantly increase both the frequency of events and attendee volume at these venues, to levels never before experienced. The current crowd management configuration does not address the merging of pedestrian traffic with vehicle traffic, which causes gridlock in the immediate area with a cascading impact on traffic arteries for miles around.

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In order to reduce this impact to a less than significant level, a strategic crowd management plan needs to be developed. These items include general reference to an infrastructure that includes environmental, industrial and ergonomic design factors and resources that would serve to minimize the number of police personnel required to secure special events, and facilitate crowd management strategies as needed. Some of the factors to be considered are listed below:

- Built in vehicle barriers (Bollard Systems) that could be raised and lowered automatically to minimize the labor required to create secure areas.
- Structural design pre-identifying key ingress/egress and isolation areas.
- Structural design to allow for the isolation of parking areas, allowing for the creation of secure VIP parking areas minimizing personnel requirements.
- Audio and Visual (automated signage) communication devices to direct individuals and communicate to large crowds of people.
- Development and identification of a standardized footprint and strategic plan for high profile events to reduce the number and variation of Event Action Plans (EAP) required for the venue.

Crowd management is an ever-present and critical consideration at the current venue site, and will present an even more challenging consideration with the addition of Farmers Field. Events conducted simultaneously in the near vicinity of the Convention Center and L.A. LIVE have the potential for over 150,000 visitors to be present in the area at a given time. This concern would be even more compounded when consideration is made regarding simultaneous events occurring at additional nearby venues, including Dodger Stadium, the Coliseum, and other smaller venues in the greater downtown Los Angeles area.

The primary and most significant anticipated recurring safety consideration associated with the proposed Project will be the certain and significant increase in pedestrian volume, and that pedestrian interface with vehicular traffic. The following mitigation discussion items are offered for initial consideration to minimize the impact of pedestrian crowds upon traffic, and ensure efficient and effective crowd management strategies.

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- As with vehicular traffic, a joint LADOT, LAPD and CHP coordination and development of a comprehensive traffic plan designed to empty the area of vehicles in an efficient manner. This could include creating traffic flow whereby all major street directions could be changed based upon current traffic conditions. This would preclude and minimize the mixing of vehicular and pedestrian traffic. Incorporated into this plan, as mentioned in the pedestrian crowd management mitigation discussion, would be the use of engineered, automated Bollard Systems for routing of vehicular traffic.
- Visual and audio signage could be used to more expeditiously direct pedestrians to their destinations. Audio and visual signage and instruction, based upon current conditions, could be used to direct crowds to applicable parking garages, lots or other venues, minimizing pedestrian confusion and gridlock, effectively and efficiently addressing pedestrian ingress and egress.
- Strategic location and placement of exits and parking. Strategic, engineered placement of exits and entrances to STAPLES Center, Convention Center and the proposed Farmers Field Project, would aid in the flow of pedestrian traffic.
- AEG and the project will develop a pedestrian circulation and safety plan that will address flow of both pedestrian and vehicular traffic on major streets and intersections in the general vicinity of the project.
- Integrated shuttle systems to transport visitors from convenient off-site parking locations directly to and from the proposed Project site.

8-C. Traffic Flow

The volume of vehicle traffic into and around the existing venues in and around STAPLES Center has historically posed a challenge. This challenge is further complicated by the fact that a significant number of visitors that frequent the STAPLES Center, L.A. LIVE and, adjacent venues, park east of Figueroa Street and must cross major streets to respond to those venues. This process is repeated when visitors return to their vehicles, compounding the vehicle traffic congestion by additional interjection of pedestrian traffic. As recommended by LADOT, a complete Traffic Impact Study and strategic Traffic Engineering plan, and further, formal input from Caltrans, should form the basis for any concrete or formal recommendations regarding traffic concerns associated with the proposed Project.

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It is reasonably anticipated that if the STAPLES Center, the Convention Center, Farmers Field and NOKIA Theater held concurrently scheduled events, 150,000 visitors and the associated vehicle traffic could be impacting this immediate area. According to the CHP, under the current conditions, highly attended events held in the vicinity (Coliseum, Sports Arena, Dodger Stadium), concurrent with events held at STAPLES Center, LA Convention Center, and L.A. LIVE, consistently impact traffic congestion on these freeways. Given this possibility, it is critical that the CHP and Caltrans be included and involved in the early development and planning stages to provide expert evaluation, assessment, and mitigation strategies to assist traffic flow on surrounding freeway and transition ramps.

Based upon information distributed in planning meetings for the proposed Project, approximately 10,000 parking spaces are planned for development in near proximity to the Project venue, with approximately 32,000 parking spaces proposed as being identified within a 15 minute walk of the location. The proposed supplemental parking, identified as within 15 minutes walking time from the venue, exists primarily to the south, east, and north of the proposed Project. As previously referenced, it would be reasonable to assume, based upon proximity to the proposed Project, that visitors to the venue would also utilize, as available, residential, business and commercial parking opportunities in Rampart Area, west of the 110 freeway, and to a lesser degree, parking opportunities along the Figueroa Street corridor within Southwest Area, to the south.

The traffic plans routinely used during STAPLES Center events will require modification to facilitate events held at the proposed Project site. Currently traffic plans are specifically designed according to events, and will require modification to identify improvement in ingress and egress strategies when the additional complexities of the increased traffic flow to the proposed Project site are factored. Among the unique challenges posed by this area, with high profile sporting or other entertainment events, accompanied by lodging, restaurant, and retail establishments in the immediate vicinity, is that as visitors are leaving the area, large numbers of visitors are frequently entering to attend the other entertainment, lodging, and business venues.

Mitigation Discussion Items for Traffic Flow: The LADOT has indicated that they would likely need additional information and data in the form of a Traffic Impact Study, which would assist them in the development of a traffic plan. In the interim, the following is offered as viable mitigation considerations for traffic flow and congestion:

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- Develop, in partnership with LADOT, CHP, Caltrans, LAEMD, and public safety stakeholders, traffic plans and innovative mitigation planning. This would include the possible use of engineered, pre-installed Bollard Systems, customized to the traffic needs of pre-identified event criteria, minimizing the need for manual movement and placement of recurring “K-Rail” based on traffic control strategies.
- Establishment of traffic management procedures to be run from the Unified Command Center.
- Exploration of engineering strategies to modify directions of traffic travel on major streets leading out of the area.
- Signage utilized to instruct drivers as to current traffic conditions and routes, to enhance the rate upon which the traffic exits the area.
- Utilization of “smart phone” and other electronic and cellular communication technologies (“apps,” Nixle, Twitter, AM/FM radio broadcast, etc.) for distribution of information and data specific to the venue traffic conditions and concerns.
- Strategic placement of traffic cameras in and around the venue. This would afford the command center real-time information regarding traffic conditions and allow for refinement and modification of the traffic plan as needed.
- Utilization of public transport (bus and rail) systems to mitigate vehicular traffic impact.
- Enhanced freeway video surveillance
- The study of large venues with proven and established mass transit, shuttles, people movers and monorail system capabilities and strategies (Disneyland-Anaheim, CA, Disneyworld-Orlando, FL).
- Discussion, accompanied by survey and educational outreach to neighboring residential and business communities to provide education for those potentially impacted stakeholders regarding what to expect, and coping strategies they may utilize once the proposed Project is realized.

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8-D. Event Management/Command & Control/Unified Command Center

The challenges of 21st century policing have increased significantly. Los Angeles is the second largest city by population in the country; with four million people living within 464 square miles. LAPD utilizes well planned concepts of operations, advance technology and innovative approaches to provide unwavering Command and Control of its personnel and resources. This allows the Department to provide significantly increased capabilities to deal with many of the public safety challenges. The mission of policing and securing the Project site will be complex and dynamic, requiring the collective capabilities and efforts of many organizations in order to succeed. This becomes more critical when working in partnership with multiple public and private entities.

With the addition of the proposed Project, the frequency of large, high profile events will certainly increase. Utilization of the most current technologies would assist in equipping LAPD, LADOT, LAFD, CHP, AEG security, BID and other stakeholders to ensure the safety of event visitors and participants, while at the same time reducing the level of resource needed to accomplish that objective. Strategic use of innovative, state-of-the-art technologies would contribute towards ensuring the safety of the Project site, and would be in the developer's best interest to showcase and secure AEG's position as a leader in the development and management of world-class venues.

Mitigation Discussion Items for Event Management/Command and Control/Unified Command Center: The following are mitigation topic for considerations:

- A dedicated Unified Command Center would be necessary for management and control of a unified command during large special events. From this Center, all stakeholders can monitor pedestrian and vehicle traffic and other events as they unfold, and make coordinated and united decisions. The Command Center could be designed to supplement or augment AEG's camera center, and ideally could be either co-located or in near proximity, and be large enough to facilitate participation by AEG, LAPD, LADOT, LAFD, Los Angeles Emergency Management Department (LAEMD), CHP, Federal Bureau of Investigation (FBI), and other entities and agencies necessary for management of the particular events at hand. 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 the Department and City.
- LAPD Sub-Station for venue use.

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- Identifying and defining employment and chain-of command protocols for off-duty employment and on-duty contract service employment of LAPD and other personnel.
- Training of AEG event management and security supervisors in unified command and ICS structure.
- Training of AEG executive management in Advance Incident Management (ICS 300 and 400) would significantly benefit the Project development and operations.
- Partnership in the Project site internal security plans development.
- AEG event management to staff Event Operations Center (see Section F, Mitigation).
- Conduct joint exercises with all stakeholders.

8-E. Terrorist Attack Prevention

Protecting and ensuring the continuity of operations of critical infrastructure and key resources (CI/KR) is essential to the City of Los Angeles security, public health and safety, economic vitality, and way of life. CI/KR are the assets, systems, and networks, whether physical or virtual, so vital that their incapacitation or destruction would have a debilitating effect on security, national economic security, public health or safety, or any combination thereof. Within this definition lies 18 identified sectors, this includes Commercial Facilities and Mass Gathering Venues also known as “soft targets.” 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 of infrastructure sites receive, unless there has been a specific threat. However, a successful attack upon a soft target can cause many human injuries and fatalities, and cause fear and panic in the public. As was demonstrated by the successful attacks on World Trade Center, the public’s fear of continued attacks caused them to immediately curtail air travel for a substantial period. This resulted in a catastrophic financial impact on the airline industry and had a cascading impact on supporting business throughout the nation. A successful terrorist attack on the Project site would have an international catastrophic financial impact on ALL like venues and supporting business around the world.

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Mitigation: Prevention of a terrorist attack is a combination of multiple proactive systems and programs all working together to detect, deter, prevent, protect against, and mitigate the consequences of potential incidents. This must be done through an “ALL HAZARDS” approach, and the ongoing review and situational awareness of ALL terrorist attack strategies and trends worldwide. It is estimated that the private sector owns and operates 85 percent of the country’s CI/KR. As such, a robust public-private partnership is essential to achieve a fully integrated terrorism prevention program at the Project site. This 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 and security technology, continuous process improvement of preparedness strategies, planning and information sharing, ongoing integrated public/private personnel training, and year round real-time situational awareness in partnership with local, regional, state and federal agencies.

The success of the Projects CI/KR protection program will be facilitated through initial early design planning, prior to the beginning of actual construction. It should be pointed out that many of the strategies, technologies, systems and programs put into the development and construction of the Project will also assist in mitigating the impact caused by a natural disaster. In the event that an incident did occur, well thought out pre-incident prevention planning will assist in expediting recovery, assist in a return to normalcy, and lessen the long-term financial impact caused by a terrorist incident. The following are options for consideration to assist in achieving these goals:

- Convene a fully Integrated Facility Design Team, partnering ALL stakeholders i.e. law enforcement (local and state), fire service, LADOT, LAEMD, AEG, public and private transportation operators, Caltrans, the Project coordinators, design architects and other entities identified during the process, for a full review of construction and landscape architecture master plans and proposed development. This will include state of the art world class design and security recommendations utilizing traditional and non-traditional methodologies, technology and crime prevention through environmental design (CPTED) strategies.
- LAPD Operation Archangel to complete a full infrastructure vulnerability assessment which will be entered into the Automated Critical Asset Management System (ACAMS) and provide that data federal Protected Critical Infrastructure Information (PCII) status.

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- As the Project progresses, conduct rapid worldwide research, on-site review, and operational assessment of like facilities (i.e. facilities with multiple large stadium venues on the same footprint or in close proximity to each other). Obtain best practices and lessons learned for inclusion in the planning and development of the Project.
- Design and development of a state of the art Unified Command Center, with the ability to remain fully functional during “ALL HAZARDS” and environments. Placement of this facility to be determined by the Integrated Facility Design Team.
- Identification of secure staging location for storage and pre-staging of special operations first responders, i.e. Bomb Squad, Hazmat, Explosive Detection K-9, and Tactical Support Elements. The staging location serves as a holding area for these entities response trucks and dedicated equipment on site at the Project venue during an event.
 - The staging location must be in a strategic area which allows technicians rapid and easy ingress and egress into the Project venue interior or the exterior from that one staging area (example - a tunnel and or tunnel system under the Project venue) to expedite rapid response, assessment and stabilization of the incident, thereby returning to normal operations as quickly as possible.
- Installation of a hydraulic bollard system on the exterior of the Project site. The system should have the following capabilities:
 - Controlled and remotely activated by the Unified Command Center.
 - Ability for high speed vehicle access denial.
 - Ability to shut down surrounding roadway access and change traffic flow to assist in rapid perimeter control/vehicle access denial. Extent of that bollard roadway perimeter to be determined by the Integrated Design Team, LADOT, and Metropolitan Transit Authority.
 - State of the art electronic warning signage, with the ability to change the message from the UCC.
- State of the art magnetometer screening technology, both personal and passive, to include protocols and procedures written and agreed upon by the Integrated Facility Design Team. System to be utilized on all attendees (similar to current procedures in place at STAPLES Center), with appropriate and sufficient queuing areas allowing for smooth, timely and safe entry into the Project site.

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- Behavior Recognition Training (BRT), Pre-Incident Indicator's Training (PIIT), and surveillance detection training for ALL staff working events at the Project venue, at surrounding AEG venues, employees and staff of the Project's contract security companies, and law enforcement personnel responsible for internal and external police activities in and around the Project venue. Frequency of recertification training for AEG staff and contract security, at minimum, should follow state mandated guidelines for security officer's yearly training requirements.

8-F. Unified Emergency Response and Documentation

A large-scale emergency response to an incident at the Project venue could necessitate involvement of multiple agencies throughout the City and County of Los Angeles. The nuances and complexities of the Project venue are unique and require site specific emergency planning and training. The standard utilized by most public safety agencies for handling unified response and command at emergencies and large-scale incidents is the Incident Command System (ICS). The ICS is the model tool for command, control, and coordination of emergency response and provides a means to coordinate the efforts of individual agencies as they work toward the common goal of stabilizing the incident and protecting life, property, and the environment.

All LAPD personnel are required to complete some level of ICS training, based on the rank, position and assignment. Supervisors are required to complete the introductory FEMA online courses as well as the online courses regarding the National Incident Management System (NIMS) and the National Response Framework. Command and Staff Officers are required to complete ICS 300 (Intermediate) and ICS 400 (Advanced) training, specifically focused on Unified Command, Planning, Resource Management, and Area Command.

The infrequency of large scale disasters within the City and County of Los Angeles does not provide enough real-world, large-scale, operational experience and seamless application of those learned systems. Yearly tabletop exercises, emergency preparedness drills and Emergency Operations Center's Level 3 activation training sessions do occur, the training and evaluation process has been yearly and rarely subject to a full-scale (actual movement and deployment of personnel and equipment) exercise in preparation for an emergency response to a location similar to the Project venue.

Mitigation: Additional ongoing robust training programs are needed with specific focus on Large Stadiums safety initiative, emergency response, evacuation, hazardous devices, Access and Functional Needs population, and active terrorist attack response. The following are options for consideration to assist in achieving these goals:

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- Bi-yearly CalEMA Large Stadium Initiative-All Hazard Training for ALL stakeholders responsible for the protection and emergency response of the Project venue.
- Convene a fully integrated emergency planning development team consisting of public and private public safety stakeholder. Specific focus on fully developed and automated site specific emergency response plans and framework which will assist with planning and managing emergency response to the Project venue.
- Continued 21st Century Mobile Field Force (MFF) training as appropriate for LAPD personnel and other law enforcement entities who would respond to the Project venue during an emergency.
- Geo-mapping of project venue and surrounding area to assist planners and public safety entities with situational awareness.

Question No. 9: Construction of the proposed Project is anticipated to occur from approximately 2012 to 2015. Would construction of the Project be expected to increase the need for LAPD protection services? If so, what types of services would be required? Would construction be expected to affect emergency access routes or the emergency response times of the LAPD? If so, what measures should be incorporated into the Project to address this particular issue?

As with any major construction project in the proposed Project area, traffic flow will be affected and could slow the response time of emergency vehicles. Local law enforcement agencies need to be made aware of pending street closures and detours well in advance to provide time for needed route adjustments.

Noise and light pollution from construction could pose a significant challenge for the developer, the Department and the community. Planning and coordination of the permitting process would be crucial.

The Project site will be considered critical infrastructure based on the federal definition and its importance to the City of Los Angeles. With that comes the possibility of terrorist (domestic and foreign) conducting pre-attack planning surveillance to gain valuable information on the Project site. Training has been conducted with dispatcher and security personnel throughout the downtown area on pre-incident indicator, suspicious activity reporting (SAR), and the use of the

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Regional Public Private Collaboration System (RPPICS). The LAPD does have a dispatch policy for such events which is coordinated through Real-Time Analysis and Critical Response Division (RACR) and Major Crimes Division.

Question No. 10: What emergency preparedness measures should be in place in the event of a natural disaster during a capacity event at Farmers Field by itself as well as in conjunction with other events/activities in the Project area? Also discuss the use of the Project as an emergency evacuation center in the event of a widespread natural disaster in the City.

The City of Los Angeles is an area susceptible to natural disasters such as earthquakes, wildfires, severe weather, and human induced events. Past disasters locally and nationally have shown that responding jurisdictional capabilities may quickly be over tasked. In addition to natural events that could rise to the level of disaster, the City has numerous large-scale special events (including demonstrations) that occur throughout the year, such as the Martin Luther King Jr. Parade, the Grammy and Academy Awards, the LA Marathon and Triathlon, May Day march and rallies, Presidential visits and, most significantly, numerous large-scale sporting events in and around the area of the proposed Project. These incidents (spontaneous) and events (preplanned) require a significant response of personnel and equipment from the LAPD and LAFD).

In the case of no warning or short notice incidents, there may be little time to obtain personnel and equipment from external sources to support a large-scale rapid response. This is further compounded by the size, complexity, and density of the Project sites proposed maximum attendee population (76,000), and other large-scale venues within close proximity of the Project location (Nokia Center, STAPLES Center, L.A. LIVE, and the LA Convention Center). If these venues are all operational and are at capacity, there is a potential of having 150 thousand spectators, fans and event employees within a two square city block area. A natural disaster or a terrorist attack (see Section 8-E) impacting the Project area would have catastrophic potential and could cause an extreme number of casualties and deaths. In responding to such incidents, time is critical.

The City of Los Angeles has an Emergency Management Committee (EMC), chaired by Emergency Management Department. Its members consist of the LAPD and LAFD, and of the other City departments such as General Services, Recreation and Parks, Water and Power, Transportation, Airports, Port of Los Angeles, and others to coordinate the City's emergency planning. They handle such issues via subcommittees on disaster planning, community outreach, information technology, shelter and welfare, planning, operations, logistics, and training all to better prepare the City family to respond to, mitigate and recover from disasters.

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The EMC coordinates the development of the City's emergency plans, including annexes specific to tsunamis, earthquakes and brushfires, as well as mass evacuation and mass care and shelter.

The City, working in partnership with the surrounding five county region, continues to work on preparedness:

- Pre-Catastrophic Disaster Planning
 - Maintain comprehensive catastrophic disaster plans, situational awareness, and current status of readiness of all stakeholders.
 - Capabilities assessment of all stakeholders throughout the five county regions.
 - Continuous briefings, evaluation, training, exercises and review of current planning efforts, through review and assessment.
 - Sector specific disaster planning working groups:
 - Cal EMA's Southern California Catastrophic Earthquake Response Plan
 - Countywide Catastrophic disaster working groups, i.e. LA Operational Area Alliance.
 - Local and wide area communication and notification (i.e. reverse 911 and Alert LA, social media and public services announcements).
 - Mass Evacuation and transportation planning.
 - Access and functional Needs (AFN) (*handicap*) community planning.
 - Prediction, planning and mitigation efforts of scenario specific impacts to the Los Angeles region, i.e. earthquake, tsunami, wildfires, floods, landslide, severe weather, chemical-biological-radiological-nuclear-explosive (CBRNE) incidents, terrorism, pandemic illness and civil unrest.
 - Mass Care (includes sheltering).
 - Full assessment of our Infrastructure and key facilities, critical in the continuity of operations and daily life sustaining needs, i.e. water, power, sanitation, emergency medical services, public health.
 - Improving the capabilities of ALL STAKEHOLDERS through continuous. Information and situation briefings and detailed research into lessons learned from disasters worldwide; i.e. Hurricane Katrina, Chilean Earthquake and other disasters.
 - Improving First Responder safety and the ability to sustain emergency operations within Los Angeles during a catastrophic disaster.
 - Volunteer and donation management (FEMA whole community concept).

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- Citywide Points of Distribution (PODs) of medical supplies.
- Exercises and Training.

The LAEMD, along with LA County Office of Emergency Management (LACOEM), are two of the best entities in the country in planning for, and handling disasters. Working in partnership with local, state and federal agencies, they have created plans and guidance documents which have assisted public safety entities/agencies in the completion of Mass Evacuation planning documents, mass care documents, AFN planning, gap analysis and capabilities outreach. All done while working in partnership with the five county region (Ventura, Los Angeles, Orange, Riverside, and San Bernardino). As with any large venue, the Project site could be considered and used as a mass care and sheltering location. If the Project, upon completion, was to be considered for that use, it would have to undergo an inspection and readiness assessment to determine capabilities and compliance with AFN, and other mandates.

Mitigation: An innovative and proactive “ALL HAZARDS” catastrophic disaster planning partnership, between ALL stakeholders is needed. To assist in an effective and efficient emergency response, there must be strategic application, dissemination and management of critical information resources and situational awareness. Pre-event/incident planning is critical and must be done with a “likely scenario” based mind-set and “ALL HAZARDS” focus. This will assist in the effective utilization and integration of all stakeholder resources before, during, and after an incident or event. With any emergency response, the primary focus is on saving lives, reducing the duration of the disruption to our daily activities, and speeding the recovery process, and the return to normalcy. The following are options for consideration to assist in achieving these goals:

- Convene a fully integrated Emergency Planning Development Team consisting of public and private public safety stakeholder, from the City and County of Los Angeles.
- Specific planning for the Access and Functional Needs (AFN) populations
 - State of the art Project venue development and design to assist in movement AFN during an emergency.
 - Robust Communication capabilities specifically for the AFN.
 - AFN public messaging and training on expectations during an emergency.
 - AFN transportation debarkation transportation locations, which provide safety during a public disturbance (interior and exterior), evacuations and so on.

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Question No. 11: *The EIR in addition to analyzing the Project's potential impacts will also be analyzing cumulative impacts. Cumulative impacts are those impacts that result from the development of the proposed Project as well as all known and foreseeable projects. Based on this definition please assess the range and types of cumulative impacts that could occur and whether existing staff and facilities are sufficient to handle cumulative conditions.*

It is anticipated events that recur yearly will continue to go on. The Project construction could impact established perimeters, traffic routes and staging areas of event staff, LAPD, LAFD and other public safety entities tasked with working these events. Based on the limited visual data and planning documents provided, construction could impact the following key freeways on and off ramps:

- 110 freeway, north and south bound, in and out of the Project site.
- 10 freeway, east and west bound, in and out of the Project site.
- 101 freeway, north and south bound, in and out of the down town area.
- Numerous surface streets in all directions from the Project site and surrounding area.

It should be noted that these potential impacts are estimates only, and that given the size, complexity and duration of construction of the Project site, further freeway and surface street impacts must be thoroughly analyzed.

Furthermore, every related project would be reviewed by the LAPD and appropriate mitigation measures would be identified to address potential impacts on LAPD resources. Through this process cumulative impacts would be adequately addressed. In addition, through the implementation of the Security Plan and the Pedestrian Circulation and Safety Plan, potential impacts from concurrent events and multiple venues in the Downtown area would be adequately addressed.

Summary and Recommendations:

In summary, the advent of the development of Farmers Field is a unique and golden opportunity for the downtown Los Angeles area and the City of Los Angeles in general. The revitalization of downtown Los Angeles, guarantees that the City of Los Angeles is, and will continue to be a world class City with world class event venues. Adding to this is the STAPLES Center, LA LIVE, and NOKIA Theater.

The mission of the Los Angeles Police Department is to be a salient partner in the public private partnership to help facilitate such momentous projects such as Farmers Field. We recognize the

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benefits of these positive impacts from not only an economic perspective, but also a public safety perspective.

As outlined in this EIR response, the addition of a large venue such as this Project site will bring challenges, none, however, that cannot be mitigated and managed with the right amount of preparation, participation and stakeholder partnership in the ever important planning process. The LAPD views this as a great opportunity to work with our private partners to ensure the Project site and its subsequent events are afforded a safe and protected environment. We applaud the decision and this opportunity to work closely in the development, recommendations, and planning of the Project site. This will allow both the LAPD and AEG to accomplish the policing mission with a minimal amount of personnel through the use of Crime Prevention Through Environmental Design (CPTED), technology and collaboration.

Prepared in partnership by:
Counter-Terrorism and Special Operations Bureau
Operations-Central Bureau

Bruce Lackow

From: John Dallas [john.dallas@lacity.org]
Sent: Friday, August 19, 2011 8:32 PM
To: Bruce Lackow
Cc: Luke Milick; Salvador Martinez; Mark Woolf; tim.kerbrat@lacity.org; John Dallas; Gardiner, Denise
Subject: Los Angeles Fire Department (Hydrants And Access Unit) Comments On Farmers Field Draft Environmental Impact Report

August 19, 2011

President Bruce Lackow
Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

RE: CONVENTION CENTER MODERNIZATION AND FARMERS FIELD DRAFT ENVIRONMENTAL
IMPACT REPORT (EIR)
REQUEST FOR FIRE PROTECTION SERVICES INFORMATION

Dear President Lackow,

The Los Angeles Fire Department's Hydrant And Access Unit is hereby responding to your request for information regarding fire protection services.

In your letter; dated August 15, 2011, you requested information with regard to thirteen items pertaining to emergency services. The Hydrants And Access Unit will respond to seven of the questions. The other six questions will be deferred to Captain Mark Woolf, Los Angeles Fire Department Planning Section. For the purpose of this document; each question will be briefly restated, then the appropriate answer or deferral will be given.

1. Which City of Los Angeles fire stations would serve the proposed project?

Fire Station # 10 is the Fire station closest to your proposed stadium. The current address for Fire Station # 10 is 1335 South Olive Street, Los Angeles, CA. 90015. Distance to Farmers Field; 0.6 miles. The next four fire Stations are listed in geographical order.

Fire Station # 9. Location: 430 East 7th Street, Los Angeles, CA. 90014. Distance to Farmers Field; 1.2 miles.

Fire Station # 11. Location: 1819 West 7th Street, Los Angeles, CA. 90057. Distance to Farmers Field; 1.4 miles.

Fire Station # 3. Location: 108 North Fremont Ave. Los Angeles, CA. 90012. Distance to Farmers Field; 1.4 miles.

Fire Station # 13 Location: 2401 West Pico Bl. Los Angeles, CA. 90006. Distance to Farmers Field; 1.8 miles.

2. What are the existing staffing levels at each of the above Fire Stations?

Fire Station # 10, when fully staffed; houses 14 Fire Fighters. Including but not limited to the following; Two Captains, 8 Engine or Truck Fighters, 2 Basic Life Support Emergency Medical Technicians, and 2 Fighter Paramedics.

Fire Station # 9, when fully staffed; houses 17 Fire Fighters. Including but not limited to the following; 3 Captains, 6 Firefighters assigned to 2 Engines, 4 Firefighters assigned to one Truck, and 4 Firefighter Paramedics assigned to 2 ambulances.

Fire Station # 11, when fully staffed; houses 14 Firefighters. Including but not limited to the following; 2 Captains, 8 Firefighters assigned to the Engine or Truck, 2 Firefighter Paramedics, and 2 Basic Life Support Emergency Medical Technicians.

Fire Station # 3, when fully staffed; houses 15 Firefighters. Including but not limited to the following; 1 Division Chief, 2 Captains, 8 Firefighters assigned to the Engine or Truck, 2 Firefighter Paramedics, and 2 Basic Life Support Emergency Medical Technicians.

Fire Station # 13 when fully staffed; houses 8 Firefighters. Including but not limited to the following; 2 Captains, 1 Battalion Chief, 2 Firefighter Paramedics, and 3 Firefighters assigned to the Engine

3. What are the existing equipment inventories at each Fire Station?

Fire Station # 10 contains the following; 1 Truck, 2 Engines, 1 Paramedic Ambulance, 1 Basic Life Support Ambulance

Fire Station # 9 contains the following; 2 Engines, 1 Truck, 2 Paramedic Ambulances

Fire Station # 11 contains the following; 2 Engines, 1 Truck, 1 Paramedic Ambulance, 1 Basic Life Support Ambulance

Fire station # 3 contains the following; 2 Engines, 1 Truck, 1 Paramedic Ambulance, 1 Basic Life Support Ambulance.

The following resources are staffed when the situation calls for it: 1 Emergency Light Unit, 1 Command Post Vehicle

1 Medical Supply Trailer, 1 Urban Search And Rescue Apparatus.

Fire Station # 13 contains the following; 1 Engine, 1 Paramedic Ambulance, 1 Battalion Chief's

Response Apparatus,
and 1 Emergency Medical Service Captain's Response Apparatus.

4. What are the existing operating conditions at each Fire Station listed above? (full or partial capacity)
The Hydrants And Access Unit defers this question to Captain Mark Woolf Los Angeles Fire Department Planning Section.
5. Does the Los Angeles Fire Dept. have plans to construct new stations or expand existing stations that would potentially
serve Farmers Field? The Hydrants And Access Unit defers this question to Captain Mark Woolf; Los Angeles Fire Dept.
Planning Section.
6. Please provide incident data, by type of incident, on a monthly and annual basis for each Fire Station listed above; please
monthly data for the last 2 years and annual data for the last 5 years. The Hydrants And Access Unit defers this question
to Captain Mark Woolf; Los Angeles Fire Dept. Planning Section.
7. Does the distance from the Farmers Field to each Fire Station listed above meet the desired response distance standards of
The Los Angeles Fire Dept. ? This project easily falls within the desired response distances of the 5 Fire Stations listed above.
The optimum distance is anything less than 2 miles.
8. What is the average response time from each Fire Station listed above? The Hydrants And Access Unit defers this question to
Captain Mark Woolf ; Los Angeles Fire Dept. Planning Section.
9. What are the flow, hydrant, and residual water pressure requirements for the proposed project? The city block where most of
the construction will occur is framed by Cherry St. to the west, Chick Hearn Court on the north side, Figueroa St. to the east,
and Pico Bl. on the south side. The entire block is surrounded by (17) 4"x4" double hydrants . Six hydrants on the south side
of Chick Hearn Court but fronting the proposed project are fed by a 20" water main. The remainder of the hydrants surrounding
the block are fed by water mains of varying size with none of the water mains being less than 12".

The initial assessment of the required fire flow is the following; 6,000 to 9,000 gallons per minute at 20 psi from 4 to 6 hydrants
flowing simultaneously.
10. Please provide any other information regarding potential impacts of the Project on fire services.
If Pico Bl. is slated to be widened, then the water mains running parallel with Pico Bl. on the north side and south side may
need to be moved.
11. Construction of the proposed project is anticipated to occur from approximately 2012 to 2017. Would construction be
expected to increase the need for Los Angeles Fire Dept. services or affect emergency access routes or

emergency

response times? The Hydrants And Access Unit defers this question to Captain Mark Woolf; Los Angeles Fire Dept. Planning Section.

12. What emergency preparedness measures should be in place in the event of a natural disaster during a capacity event at

Farmers field by itself as well as in conjunction with other events /activities in the project area? The fire alarm control panel

should be a stand alone panel. Not tied in with the existing system at L.A. LIVE. Backup generators will be needed as well.

Facility should be stocked emergency medical supplies. (Amount can be determined by meeting and conferring with the Los

Angeles Fire Dept. Disaster Preparedness Unit) Emergency food and water supplies should be made available. (Amount

can be determined by meeting and conferring with L.A. County Health Dept.) If the facility is to be used as an emergency

evacuation center; fold out cots should be stored in an easily accessible location.

13. Assessing the range and types of cumulative impacts that can occur; and whether existing staff and facilities are sufficient

to handle cumulative conditions. The Hydrants And Access Unit defers this request to Captain Mark Woolf; Los Angeles

Fire Dept. Planning Section.

This concludes the comments contributed by the Los Angeles Fire Department's Hydrants And Access Unit.

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Matrix Environmental Questions

4. Fire Station (FS) Capacity:

FS 003	Full Capacity
FS009	Full Capacity
FS 010	Full Capacity
FS011	Full Capacity
FS013	Partial Capacity

6. (6b) Number of Incident in the FS Districts:

		2006	2007	2008	2009*	2010*
FS003	EMS	3343	3965	3762	3660	3491
	Fire/Non -EMS	1287	1344	1506	1308	1226
	Total	4730	5309	5268	4968	4717
FS009	EMS	11147	9921	9692	9156	9526
	Fire/Non -EMS	2041	2022	1901	1816	1800
	Total	13188	11943	11593	10972	11326
FS010	EMS	3310	3338	3548	3704	3648
	Fire/Non -EMS	1080	1110	1125	1259	1203
	Total	4390	4448	4673	4963	4851
FS011	EMS	6029	5874	5882	6313	6239
	Fire/Non -EMS	1403	1520	1484	1426	1487
	Total	7432	7394	7366	7739	7726
FS013	EMS	3896	3966	4151	4242	4203
	Fire/Non -EMS	733	808	839	820	845
	Total	4629	4774	4990	5062	5048

* 08/2009-07/2011 Modified Coverage Plan in effect (decreased number of units available each day)

8. 2011 Response Times:

	To EMS incidents ave.
FS003	4:52
FS009	3:51
FS010	4:31
FS011	3:57
FS013	4:24

11. The need of services is anticipated to rise consistent with the industry standard for a project of this large size and duration. Additionally, specialized needs may include: urban search and rescue and Heavy Rescue incident types. The closure of primary response route, Pico Blvd., will cause increased response times to West side of Fire Station 010 district.
13. Increase in population density and surge populations for new stadium events is anticipated to increase the number of incidents in the district.

Question 6a

Fire Station	Inc Type	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09
3	EMS	295	262	303	315	293	293	335	325	317	324	293	305
3	Fire/non EMS	124	105	94	108	109	105	122	99	109	111	103	119
3	Total	419	367	397	423	402	398	457	424	426	435	396	424
9	EMS	771	696	765	779	803	743	787	761	771	781	774	725
9	Fire/non EMS	153	145	141	145	170	129	163	155	122	162	168	163
9	Total	924	841	906	924	973	872	950	916	893	943	942	888
10	EMS	300	254	299	340	331	313	330	302	284	344	284	323
10	Fire/non EMS	123	100	99	123	106	99	92	96	95	119	90	117
10	Total	423	354	398	463	437	412	422	398	379	463	374	440
11	EMS	510	449	529	495	523	545	665	504	487	562	531	627
11	Fire/non EMS	137	121	114	106	103	130	114	118	96	136	120	131
11	Total	647	570	643	601	626	675	779	622	583	698	651	758
13	EMS	338	321	366	349	383	343	383	356	353	365	356	329
13	Fire/non EMS	72	68	59	81	77	87	69	59	74	65	44	65
13	Total	410	389	425	430	460	430	452	415	427	430	400	394

Fire Station	Inc Type	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10
3	EMS	289	270	305	296	283	291	272	284	305	312	273	311
3	Fire/non EMS	115	80	104	105	89	100	87	99	103	113	109	122
3	Total	404	350	409	401	372	391	359	383	408	425	382	433
9	EMS	810	711	787	486	774	759	785	836	793	792	813	880
9	Fire/non EMS	152	109	147	134	141	135	166	139	146	147	178	206
9	Total	962	820	934	620	915	894	951	975	939	939	991	1086
10	EMS	275	271	292	268	306	350	311	292	316	307	329	331
10	Fire/non EMS	109	82	90	103	102	130	87	91	105	97	92	115
10	Total	384	353	382	371	408	480	398	383	421	404	421	446
11	EMS	537	471	516	486	537	530	503	514	547	533	487	577
11	Fire/non EMS	121	122	101	94	109	121	128	121	131	153	111	175
11	Total	658	593	617	580	646	651	631	635	678	686	598	752
13	EMS	337	302	400	294	339	354	360	378	378	324	316	351
13	Fire/non EMS	75	64	71	62	59	66	87	52	64	76	69	100
13	Total	412	366	471	356	398	420	447	430	442	400	385	451