
VI. ENVIRONMENTAL IMPACT ANALYSIS

I. TRAFFIC AND PARKING

2003 EIR Environmental Findings

Parking

The 2003 EIR stated that the Original Proposed Project would not include any major changes to existing parking facilities at the Coliseum, Exposition Park, or the USC Campus, which are all available to meet the parking demand of existing (2003) Coliseum events. The 2003 EIR found that the reduced seating capacity at the Coliseum for NFL games would result in a reduction in the demand for off-site parking and on-street parking as well as a reduction in the amount of congestion associated with people searching for parking. Overall, the 2003 EIR found that the Original Proposed Project would decrease the demand for parking spaces by approximately 2,207 spaces and would be served by an additional 2,160 spaces. As such, the Project would experience a net increase in parking availability by approximately 4,367 spaces or 15% percent as compared to the existing (2003) conditions. Thus, impacts associated with parking availability were expected to be less than significant.

Traffic

Intersections

The 2003 EIR utilized a traffic study by Kaku Associates performed in August of 2003 to determine the Original Proposed Project's traffic impacts. In consultation with the City of Los Angeles Department of Transportation (LADOT), the Traffic Study evaluated 26 intersections in the vicinity of the Coliseum. The study evaluated the Original Proposed Project's traffic impacts using the City's established significance criteria and applied to three separate scenarios (1) Weekend Pre-Event Peak Hour, (2) Weekend Post-Event Peak Hour, and (3) weeknight Pre-Event Week Hour. The weekend traffic scenarios were based on actual traffic counts taken at a weekend Coliseum event with an attendance of approximately 87,944 persons. The 2003 EIR stated that the Original Proposed Project would reduce the maximum seating capacity of the Coliseum to approximately 78,000 persons and thus the impacts projected by the traffic study represented a worst-case scenario. The results of the Traffic Study concluded that during the Weekend Pre-Event Peak Hour, eight of the 26 study intersections would be significantly impacted; during the Weekend Post-Event Peak Hour, 6 of the 26 intersections would suffer significant impacts; and a weeknight event scenario would result in significant traffic impacts at 23 of the 26 study intersections. The 2003 EIR determined that Original Proposed Project traffic impacts were expected to be significant and unavoidable during the hours preceding and following each major event at the site.

Congestion Management Plan

In addition to the 26 study intersections discussed above, the 2003 Traffic Study also evaluated the

Project's impact with respect to the regional Congestion Management Plan (CMP). Based on the threshold criteria of the CMP, it was determined that the Original Proposed Project would impact two CMP monitoring stations near the Project Site: the I-10 freeway monitoring station at Budlong Avenue and the I-110 freeway monitoring station at Slauson Avenue. This impact would be significant and unavoidable.

A Statement of Overriding Considerations was adopted for the Original Proposed Project's contribution to traffic impacts.

Mitigation Measures

The 2003 EIR adopted several mitigation measures designed to reduce the Project's traffic impacts. These mitigation measures are reproduced below:

1. To facilitate movement of vehicles, the LAPD and LADOT staff shall have the authority to implement turn restrictions, parking prohibitions, lane closures, barriers/cones, and flexible signage. There shall be a temporary command post available on the site to control and monitor traffic conditions. The area shall be split up into zones, with an engineer assigned to each zone. These engineers would have the authority to react to situations and change restrictions if necessary.
2. Electronic ticketing shall replace parking guards at problem area lots and traffic signs on adjacent Coliseum streets to minimize parking lot back-up. In addition, season and regular ticket holders could be issued speed passes and assigned parking at specific lots.
3. Real time radio alerts and broadcasts via Highway Advisory Radio (HAR) shall be located where LADOT deems appropriate.
4. In conjunction with the aforementioned measures, Changeable Message Signs (CMS) shall be used to direct vehicles from the freeways and surface streets to the Coliseum/USC parking lots. At least eight or more signs would be needed for results to be noticeable and coordinated.

Project implementation shall include the development of a carpool incentive system to reduce the number of overall vehicle trips.

5. Alternate parking sites located away from the Coliseum shall be made available, as well as transportation to and from these parking areas and the Coliseum.
6. Existing turn prohibitions, as illustrated in Figure V.I.1-13 of the 2003 Draft EIR, shall remain in place on game days.

Environmental Impacts of the Coliseum District Specific Plan (CDSP) Overlay

Parking

As noted above, the 2003 EIR found that the Original Proposed Project would decrease the demand for parking spaces by approximately 2,207 spaces and would be served by an additional 2,160 spaces. The Revised Project would include the same reduction in seating capacity over the existing scenario as the Original Proposed Project. It should be noted that parking conditions at the Coliseum are approximately the same today as they were in 2003 when baseline conditions were observed. As such, implementation of the Revised Project would also cause a net increase in parking availability by approximately 15% percent as compared to the existing conditions. Thus, impacts associated with parking availability are expected to be less than significant.

Traffic

Intersections

As noted above, the 2003 EIR found that for weekend events, 6 intersections would be significantly impacted by traffic immediately prior to an event and 8 would be significantly impacted immediately following an event. A weeknight event (expected to be much less common) would create significant impacts at 23 intersections. The Revised Project would alter some of the architecture within the Coliseum walls but would not change the Original Proposed seating capacity or parking layout. Therefore, it would be expected that the Revised Project would have approximately equivalent impacts on intersections as the Original Proposed Project. Therefore, consistent with the findings presented in the certified EIR, the Revised Project would have a significant and unavoidable impact on intersections.

Congestion Management Plan

As discussed above, the 2003 EIR determined that the Original Proposed Project would impact two CMP monitoring stations near the Project Site: the I-10 freeway monitoring station at Budlong Avenue and the I-110 freeway monitoring station at Slauson Avenue. Since the Revised Project would alter some interior stadium plans but would not change the anticipated attendance levels, its impact on CMP monitoring stations would be expected to equal the Original Proposed Project's impacts.

With regard to the criteria set forth in CEQA Section 15162 (a), the changes proposed by the 2006 Architectural Scheme would not result in any new significant parking or traffic impacts or result in a substantial increase in the severity of those effects previously identified. Therefore, the preparation of a subsequent environmental analysis is not warranted.

Mitigation Measures

The 2003 EIR adopted several mitigation measures designed to reduce the Project's traffic impacts. As no new significant impacts were identified, the Revised Project would implement the same mitigation measures (identified above and in Section VII, Mitigation Monitoring and Reporting Program).