
II. EXECUTIVE SUMMARY

This EIR has been prepared under the supervision and direction of the Los Angeles Memorial Coliseum Commission (“Coliseum Commission”) in accordance with the California Environmental Quality Act (CEQA)¹ and the Guidelines for Implementation of CEQA (State CEQA Guidelines)², as amended. The Coliseum Commission is the Lead Agency for the EIR pursuant to CEQA.

This Executive Summary provides a brief description of the Proposed Project, a summary of the potential environmental impacts, mitigation measures, and levels of impact after mitigation.

PROJECT LOCATION

The Los Angeles Memorial Coliseum (“Coliseum”) occupies a 27.4-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King Jr. Boulevard on the south, and Vermont Avenue on the west. The Coliseum is generally situated in the center of Exposition Park. The 27.4-acre parcel of land that includes the Coliseum and the areas immediately surrounding the Coliseum define the “Project Site.”

Other land uses immediately adjacent to the Project Site include grass-covered athletic fields and surface parking for Exposition Park facilities across Menlo Avenue to the west, the Los Angeles Memorial Sports Arena and adjacent surface parking across South Coliseum Drive to the southeast, and the California Science Center and the Los Angeles County Museum of Natural History across North Coliseum Drive to the north. All of these adjacent facilities are also within Exposition Park. All of Exposition Park, including the Coliseum, is located within the City of Los Angeles in the City’s South Central Los Angeles District Plan area.

PROJECT CHARACTERISTICS

The Proposed Project would reduce the Coliseum’s existing maximum seating capacity from 92,500 persons for all events to approximately 78,000 persons. The renovation includes the addition of approximately 200 luxury suites and two approximately 20,000-square-foot structures outside of the stadium for ancillary retail or office use. The NFL and USC Trojans football teams would be the primary tenants of the Coliseum, holding all of their home games in the stadium. Other events that would be held

¹ *State of California Public Resources Code Section 21000 et. seq.*

² *California Code of Regulations (CCR), Title 14, Sections 15000 et seq.*

at the renovated Coliseum would include those already occurring such as international soccer matches, off-road vehicle events, public speaking events, political rallies, and concert performances.

The existing exterior wall of the Coliseum would remain virtually intact and existing ancillary structures would be removed. The Peristyle end of the Coliseum would remain intact, along with the adjacent Coliseum Commission offices. New press facilities would be integrated into the upper suite level, eliminating the press box that currently extends above the exterior wall of the seating bowl. The interior of the renovated Coliseum would continue to feature the Peristyle as the dominant architectural element in the east end of the bowl. The color video board, black and white matrix boards and sound clusters that are currently attached to the top of the Peristyle would be removed and relocated to other areas of the stadium. Pedestrian access to the Project Site would continue to remain substantially as at present from the outlying parking areas off-site. The existing perimeter fence bordering the Peristyle area of the Coliseum would be removed, providing increased general public open space areas immediately surrounding the Coliseum. No major alterations to the existing parking arrangement(s) at the Coliseum are contemplated as part of the Proposed Project

The Proposed Project would be constructed over an approximate 18 to 20-month period. Current plans call for the commencement of construction activities in 2004 with completion of the renovations to be achieved by 2006.

SUMMARY OF ENVIRONMENTAL IMPACTS

Unavoidable Significant Environmental Impacts

The Proposed Project would result in significant unavoidable environmental impacts for the following environmental issue areas:

- Air Quality (construction and operational),
- Cultural and Historic Resources, and
- Traffic

Refer to Section VI.A, Unavoidable Significant Environmental Impacts, in the Draft EIR for a detailed discussion on each of these impact areas. A summary of the findings of the analysis and mitigation measures to reduce the potential impacts to the maximum extent feasible as are summarized below.

Air Quality

Construction

Construction of the Project would generate pollution emissions from the following activities: (1) demolition activities; (2) grading operations; (3) travel by construction workers to and from the Project Site; (4) delivery and hauling of construction materials and supplies to and from the Project Site; (5)

fuel combustion from on-site construction equipment; and (6) the application of architectural coatings and other building materials that release reactive organic compounds (ROC). Based on the above fugitive dust generation factors, and assuming earthwork activities include disturbance to the entire Project Site, such activities would generate approximately 279.48 lbs/day of fugitive dust with the use of BACMs. This is above the SCAQMD's threshold criteria of 150 lbs/day; thus the project's fugitive dust emissions would result in a significant impact. Various forms of tractors and diesel equipment will be used during the demolition, excavation and site preparation phase of the project. Emissions associated with these phases of project construction would not exceed SCAQMD thresholds for ROG or SOx criteria pollutants; however the thresholds would be exceeded for NOx CO, and PM₁₀. These exceedances would be considered significant.

Operations

Future operational emissions are estimated based on the maximum seating capacity of 78,000. Future attendance under both scenarios would be below the maximum attendance capacity of the existing Coliseum, thus vehicle trips and associated air emissions would be reduced as compared to a sold out event at the existing Coliseum. Mobile source emissions would exceed SCAQMD thresholds for ROG, NOx, CO and PM₁₀ emissions. The threshold would not be exceeded for SOx emissions.

Localized carbon monoxide emissions and/or concentrations from Coliseum events would continue to exceed these thresholds and the one-hour standard and would be considered significant impacts. To provide a context for the assessment of the impact, it should be noted that this is and would continue to be an infrequent occurrence -- concentrated in the hour preceding and following a Coliseum event. On an annual basis, this would mean that carbon monoxide hot spots would be generated at least 78 hours out of a total of 8,760 hours during the year, or less than one percent of the time. Regardless of the frequency, however, the California Ambient Air Quality Standards dictate that any exceedance of a standard for any amount of time must be considered significant. Therefore, the operational impacts of the Proposed Project would result in a significant impact.

AQMP Consistency

The renovation of the Coliseum would continue the current and historic use of the Coliseum and would reduce the maximum seating capacity on an event-by-event basis. As such, the Project would be consistent with growth forecasts adopted by the City and therefore consistent with the local City of Los Angeles General Plan. The Project is therefore consistent with the AQMP.

Mitigation Measures

The following measures are recommended to reduce short-term impacts related to construction activities. Mitigation measures shall be included in all contracts between the applicant and Project contractors to assure compliance with the following:

1. Haul trucks shall be staged on-site in the vacant parking areas within Exposition Park. Haul truck staging plan shall be subject to review by the City of Los Angeles Department of Building and Safety and the Department of Transportation. Trucks shall be called to the site by radio dispatch.
2. Diesel-powered equipment shall be located as far away as possible from sensitive land uses and areas. Specifically, diesel compressors, pumps and other stationary machinery shall be located to the extent feasible on the south side of the Coliseum or within the interior of Coliseum to avoid air pollution impacts on passive recreational spaces in Exposition Park (such as the area north of the Coliseum and south of the museum complex).
3. Grading activities shall be restricted on exceedingly windy days (winds in excess of 25 MPH) when fugitive dust emissions are likely to be carried off-site. All truck loads of export debris shall be covered or shall provide at least 2 feet of freeboard.
4. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.
5. Contractors shall cover any stockpiles of soil, sand and similar materials.
6. Equipment engines shall be maintained in proper tune.
7. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.
8. Contractors shall discontinue construction activities during second-stage smog alerts.

The following measures are recommended to reduce emissions from long-term mobile sources:

9. To reduce the traffic-related air quality impact on the affected intersections, the Project shall implement the required traffic management measures described in Section IV.C.6 of this report, Traffic, Parking, and Access.

Level of Impact After Mitigation

With the implementation of the mitigation measures described above, daily construction emissions would still exceed threshold criteria established by the SCAQMD for ROG, CO, SO_x and NO_x emissions. PM₁₀ emissions would be reduced to below the significance thresholds and would therefore be less than significant.

Implementation of the mitigation measures described above would reduce the Project's operational air quality emissions. However, for maximum-attendance Coliseum events, the amount of reduction achieved by the mitigation measures would not be sufficient to reduce impacts to acceptable levels.

Cultural and Historic Resources

The Coliseum is designated as a National Historic Landmark, a State Historical Landmark, and is listed on the National Register of Historic Places (National Register). It should also be noted that the Coliseum is listed as a National Historic Landmark because of the events that have occurred there and that the stadium itself has been a backdrop to these events. Most of the alterations of the Proposed Project preserve the historic character-defining features of the Coliseum. The Proposed Project retains and enhances the character-defining features of the Coliseum. A few elements will be covered over by new construction, and an even smaller number of features will be removed.

The Proposed Project will update the Coliseum and make it economically viable while keeping consistent its use as a sports facility, thus there will be no impact on its historic designations. Its historic use is largely why it has been designated a National and State landmark, and this rehabilitation will guarantee that historic use can continue in the future. The proposed rehabilitation meets all of The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures (The Standards) except for the removal of the seating at some locations. The removal of some of the existing seating, considered to be part of the historic fabric of the Coliseum, is a significant impact and cannot be feasibly mitigated. The exterior of the Coliseum will be returned to its former appearance, and the Peristyle will be restored and enhanced with the removal of the large electronic scoreboards.

Mitigation Measures

The following mitigation measures are recommended to reduce the Proposed Project's impact upon historic resources. Mitigation measures shall be included in all contracts between the applicant and Project contractors to assure compliance with the following:

1. Recordation. Demolition of any historic fabric shall be documented in a report consistent with Historic American Buildings Survey (HABS) standards. The report shall document the significance and physical condition of the historic resources proposed for demolition, both historic and current, photographs, written data, and text. The documentation shall include:
 - a. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form.
 - b. A site plan on 8" x 11" paper showing the location of the buildings should be included. This site plan shall include a photo-key.
 - c. A sketch floor plan on 8" x 11" paper shall accompany each architectural data form.
 - d. Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of

significant historical architectural features or spaces.

- e. Field photographs (35mm) based on HABS guidelines. Views as detailed in large format photographs.
 - f. The report shall include copies or prints of any available original plans and historic photographs.
 - g. Archival stable reproductions of any available significant historic construction drawings and photographs.
 - h. Archival copies of the documentation shall be submitted to the Los Angeles Memorial Coliseum Commission.
2. In accordance with Standard 7 of the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, the surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning materials that will damage the historic building materials shall not be undertaken.
 3. The Proposed Project shall be constructed in substantial compliance with the Conceptual Historic Fabric Retention Plan, as depicted in Figure III-3 of this EIR.

Level of Impact After Mitigation

As a result of the Proposed Project, there is no specific mitigation for the loss of historic materials, primarily the removal of portions of the seating. Other alterations to the Coliseum either improve the character-defining features or could be reversed in the future. Therefore, an unavoidable adverse impact is created through the removal of some original seating.

Traffic, Access, and Parking

Traffic and Access

In consultation with the City of Los Angeles Department of Transportation, the Project Traffic Study evaluated 26 intersections in the vicinity of the Coliseum. The study evaluated the 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-vent 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 Proposed Project will reduce the maximum seating capacity of the Coliseum to approximately 78,000 persons, thus the impacts projected in this analysis represent a worst-case scenario. The results of the Traffic Impact Study are

summarized as follows concluded that during the Weekend Pre-Event Peak Hour, eight of the 26 study intersections would be significantly impacted. These intersections include:

- Figueroa Street and Adams Boulevard
- I-110 NB Ramps/Hill Street and Martin Luther King Jr. Boulevard
- Vermont Avenue and Jefferson Boulevard
- Normandie Avenue and Jefferson Boulevard
- Vermont Avenue and Adams Boulevard
- Normandie Avenue and Adams Boulevard
- Normandie Avenue and 1-10 EB ramps
- Vermont Avenue and I-10 WB ramps

During the Weekend Post-Event Peak Hour, 6 of the 26 intersections would suffer significant impacts. These intersections include:

- I-110 NB Ramps/Hill Street and Martin Luther King Jr. Boulevard
- Vermont Avenue and Jefferson Boulevard
- Normandie Avenue and Jefferson Boulevard
- Vermont Avenue and Adams Boulevard
- Normandie Avenue and Adams Boulevard
- Vermont Avenue and I-10 WB ramps

The weeknight Coliseum event scenario was evaluated to consider the occurrence of a Monday or Thursday night NFL game. It should be prefaced, however, that the occurrence of a weeknight NFL game would occur at most only once in any given season. A weekday game would not likely occur each and every season. The Traffic Impact Study concluded that the weeknight event scenario would result in significant traffic impacts at 23 of the 26 study intersections, including:

- Figueroa Street and Adams Boulevard
- Figueroa Street and Jefferson Boulevard
- Flower Street and Exposition Boulevard
- Figueroa Street and Exposition Boulevard & 37th Street
- Figueroa Street and 38th Place/Flower Street
- I-110 HOV Ramps and 39th Street
- Figueroa Street and 39th Street/Coliseum Drive
- 1-110 Northbound Ramps/Hill Street and Martin Luther King Junior Boulevard
- Figueroa Street and Martin Luther King Junior Boulevard
- Hoover Street and Martin Luther King Junior Boulevard
- Vermont Avenue and Martin Luther King Junior Boulevard

- Vermont Avenue and 39th Street
- Vermont Avenue and Exposition Boulevard
- Normandie Avenue and Martin Luther King Junior Boulevard
- Normandie Avenue and Exposition Boulevard
- Vermont Avenue and Jefferson Boulevard
- Normandie Avenue and Jefferson Boulevard
- Vermont Avenue and Adams Boulevard
- Normandie Avenue and Adams Boulevard
- Vermont Avenue and I-10 eastbound ramps
- Normandie Avenue and I-10 eastbound ramps
- Vermont Avenue and I-10 westbound ramps
- Normandie Avenue and I-10 westbound ramps

Congestion Management Program

Based on the threshold criteria of the CMP, it was determined that the Proposed Project would impact both of the CMP monitoring stations: the I-10 freeway monitoring station at Budlong Avenue and the I-110 freeway monitoring station at Slauson Avenue.

Mitigation Measures

In order to mitigate the traffic and access impacts created by the Proposed Project, the Project Applicant will collaborate with LADOT, LAPD, California Department of Transportation, and California Highway Patrol on implementation of a traffic management plan. The following are mitigation measures that shall be implemented in order to reduce potentially significant impacts to less than significant levels:

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.
5. Project implementation shall include the development of a carpool incentive system to reduce the number of overall vehicle trips.
6. 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.
7. Existing turn prohibitions, as illustrated in Figure V.I.1-13 of the Draft EIR, shall remain in place on game days.

CMP Mitigation Measures

As mentioned in the previous chapter, the NFL football games at the Coliseum are projected to happen occasionally during the weekday p.m. peak hour. It would again be more appropriate to utilize an incident management plan that incorporates the I-10 and the I-110. The proposed management plans are incorporated in the above mitigation measures. The aim is to facilitate the movement of game day traffic and to relieve as much pressure as is feasible on the street network approaching the Coliseum.

Level of Impact After Mitigation

Intersections

It should be noted that, while the proposed mitigation measures reduce the project's impacts to less than significant levels and improve forecast future traffic operations at both intersections, they are short-term measures designed to address current needs. The implementation of the above mentioned mitigation measures will reduce project impacts to less than significant levels.

CMP

The CMP monitoring stations affected by the Proposed Project are currently operating at LOS F during the weekday pre-event hour. With the development of the Proposed Project and the LOS at the two freeway monitoring stations would remain at LOS F. However, the mitigation measures above, as coordinated into an incident management, plan will reduce the project's design to capacity (D/C) ratio, thus reducing the level of impact to less than significant.

Effects Found Not to be Significant

The following environmental impact or issue areas were determined to have less than significant impacts and would not require analysis or mitigation: Agricultural Resources, Biological Resources, Hazards and Hazardous Materials, Mineral Resources, and Population and Housing. Refer to Section

VI.C, Effects Found Not to be Significant, in the Draft EIR for discussion on each of these impact areas.

The EIR included a detailed discussion of the following environmental issue areas and concluded that Project impacts to these issue areas would be less than significant and therefore warranted no mitigation measures: Aesthetics, Land Use, Public Services (Fire Protection), Public Utilities (Electricity and Natural Gas), Public Utilities (Sanitary Sewers and Solid Waste), and Parking. A summary of each of these issues is provided below.

Aesthetics

Impact on the Visual Character of the Site and Locale

The Proposed Project would renovate the interior of the Coliseum, altering its existing interior appearance but keeping the historically significant exterior fabric intact. The separation of the stadium's seating into three main sections would effectively change the perception of the existing stadium as a homogeneous symmetrical, elliptical bowl. The addition of a new upper seating deck above the new suite levels and horizontally positioned closer to the field could create the general effect of a smaller, less expansive stadium. The overall alteration of the interior of the Coliseum would be considered a significant visual change. From an aesthetic point of view, this change could be considered either adverse or beneficial. In keeping the exterior facade intact and retaining as much of the original seating fabric as possible, the existing portions of the seating areas would remain visible behind the new seating areas from the main concourse and club level areas. As a result, the Coliseum would retain its historic image and feel within a modern state-of-the-art sports venue.

Alterations to Viewsheds

Impacts to views of the Project Site from north to south, from south to north, from west to east, and from east to west would not be considered adverse or significant. Views of the Coliseum from west to east would be opened by the removal of ancillary structures and the surrounding gate. The Coliseum's existing facade would continue to be prominent in the foreground and virtually unchanged. Impacts to viewsheds from surrounding areas are expected to be neither adverse nor significant.

Light and Glare

A detailed lighting system has not yet been designed for the Proposed Project. However, the Proposed Project includes the incorporation of a tensile fabric roof canopy facing inward along the north and south sides of the stadium with floodlights attached to the roof to illuminate the field. As the floodlight design of the Proposed Project directs lighting more accurately than the existing lighting system, a significant beneficial reduction in the amount of light projected onto adjacent properties would result as compared to existing conditions. Thus, the *magnitude* of direct light and glare from the field lighting will be reduced significantly with implementation of the Proposed Project.

Land Use

Development of the Proposed Project would modify various aspects of the Coliseum, but would continue the site's existing character of use. As a result, the Project would facilitate the continuance of existing uses, which are considered to be physically compatible with the surrounding environment with respect to traffic, access and parking, noise and demands on public services (i.e., Police and Fire). Implementation of the project would maintain the existing physically compatible aspects of the Coliseum resulting from its location in Exposition Park. It is anticipated that the Proposed Project would secure the continued long-term utilization of the Coliseum at or near historic levels, and facilitate the land use objectives of the Exposition Park Master Plan, the South Los Angeles Community Plan, and the Hoover Redevelopment Plan with respect to promoting revitalization of the Park and preserving cultural monuments. Therefore, land use compatibility impacts would be less than significant.

Public Services - Fire Protection

Development of the Proposed Project would not be expected to alter the existing administrative fire protection procedures currently in place at the Coliseum and in the immediately surrounding area. According to the LAFD, the Proposed Project would not require any changes to the existing fire-flow conditions. Since the Coliseum is an existing use, the required fire flow is currently maintained at an acceptable level. Impacts to fire protection services are therefore considered less than significant.

Public Utilities –Energy Conservation***Electricity***

Electricity consumed by the Proposed Project would be approximately 63,323 kilowatt hours (kWh) per event, and 1,317 kWh per day on non-event days. On event and non-event days the Proposed ancillary uses are expected to consume approximately 1,419 kWh per day. Annually, the Proposed Project will consume approximately 3.4 million kWh (based on 46 events per year and ancillary use daily throughout the year). This represents an increase of approximately 1.2 million kWh per year over existing conditions. The ability of the DWP's regional infrastructure to deliver the peak electrical requirement to the site would not be expected to be severely affected by implementation of the Proposed Project. However, additional power facilities could be required in order to serve the load growth associated with the Proposed Project. Such improvements could be made with minimal impact upon the surrounding land uses. Impacts to electricity infrastructure and supply are therefore expected to be less than significant.

Natural Gas

Natural gas consumption by the Proposed Project was estimated using the amount of electricity currently consumed on the Project Site and projecting an increase in up to 12 additional football games per year. Natural gas consumed by the Proposed Project would be approximately 33,835 cf per event. The proposed ancillary uses would consume approximately 2,630 cf of natural gas per day. Annually, the Proposed Project would be anticipated to consume approximately 2.3 million cf (based on stadium

consumption during 46 events per year and ancillary use daily throughout the year). This represents an increase of approximately 1.3 million cf of natural gas per year over existing conditions. The ability of the Southern California Gas Company's regional infrastructure to deliver the peak natural gas requirement to the site would not be expected to be severely affected by implementation of the Proposed Project. Project impacts to natural gas services are expected to be less than significant.

No significant impacts upon electricity or natural gas resources or infrastructure systems have been identified, thus no mitigation measures are required. Nevertheless, the LADWP recommends the following measures be incorporated into the final design as feasible, to reduce the Project's demands for energy resources.

1. During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations.

Public Utilities - Sanitary Sewers

The Proposed Project would be estimated to generate approximately 390,000 gallons of sewage per event, assuming maximum attendance at all Coliseum events. Ancillary structures will generate approximately 6,000 gallons of wastewater per day. It should be noted that the maximum possible sewage consumption from the site experienced during any Coliseum event could be reduced from projected levels upon implementation of the Proposed Project. This reduction would be accomplished through the installation of a more water-efficient infrastructure and fixtures which could result in a reduction in the average per-person per-event sewage generation. Sewage generated by the project would continue to flow to the Hyperion Treatment Plant, which will have adequate capacity to accommodate the increase in wastewater flows. The City of Los Angeles Department of Public Works, Bureau of Sanitation has determined that impacts on City of Los Angeles sewer services by the Proposed Project will be less than significant, assuming maximum capacity conditions.³

Public Utilities - Solid Waste

The Proposed Project is anticipated to generate approximately 1,860,671 pounds (or approximately 930 tons) of solid waste per year. Existing uses on the site generate approximately 837,071 pounds (or approximately 419 tons) of solid waste per year. Therefore, implementation of the Proposed Project would generate a net increase of approximately 1,023,600 pounds (or approximately 512 tons) per event. Development of the Proposed Project could potentially result in an approximate 23 % increase in the volume of solid waste generated by the Coliseum. Since the Proposed Project represents a relatively low increase in annual solid waste generation at the Project Site as compared to existing

³ City of Los Angeles, Department of Public Works, Bureau of Sanitation, July 29, 2003.

conditions, and regional landfill capacity is currently adequate to accommodate the regional solid waste demands for the City of Los Angeles, impacts associated with the Proposed Project would be considered less than significant.

Parking

The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, or the USC Campus, which are all currently available to meet the parking demand of existing Coliseum events. Reduced seating capacity at the Coliseum for NFL games would result in a reduction in the demand for off-site parking, on-street parking in residential areas or in off-street small private lots, as well as a reduction in the amount of congestion associated with people searching for parking. In addition to all the existing parking around the Coliseum, a subterranean parking structure is being constructed adjacent to the California Science Center. Utilization of this structure would further reduce impacts upon parking demand. Currently, the Coliseum has the potential to generate parking demands on the order of 27,407 spaces. This is currently met by a cumulative parking availability of 19,820 parking spaces at the Coliseum, within Exposition Park and on the USC Campus. The remaining cars generally park off-site in the neighborhoods to the west and south of the Coliseum. The Proposed Project will decrease the demand for parking spaces by approximately 2,207 spaces and will be served by additional 2,160 spaces. As such the Project will experience a net increase in parking availability by approximately 4,367 spaces or 15% percent as compared to the existing conditions. Thus, impacts associated with parking availability are expected to be less than significant. Mitigation measures to address parking, access and traffic impacts are included under the traffic discussion presented below under the subheading "Impacts Determined to Result in Unavoidable Significant Environmental Impacts."

Impacts Determined to be Potentially Significant, but Can be Mitigated to Less Than Significant Levels

Based upon the environmental characteristics of the Proposed Project Site and surrounding areas, and the characteristics of the Proposed Project, implementation of the Proposed Project could create significant environmental impacts in the following areas: Geology/Seismic Hazards, Noise, Public Services (Police Protection), and Public Utilities (Water Conservation). These issues were examined in detail in the EIR and the findings of the analysis are summarized below for each issue.

Geology/Seismic Hazards

Implementation of the Proposed Project would result in the excavation and removal from the site of approximately 250,000 cubic yards of soil and demolition debris material.

Geology

Impacts associated with implementation of the Proposed Project on the site's geologic formations, inclusive of the near surface alluvial deposits, are expected to be minimal. Laboratory testing indicated that the surface soils within the foundation area of the proposed development are not expansive, collapsible, or compressible. Therefore, implementation of the Proposed Project is not expected to produce any adverse impacts relative to non-seismic geotechnical issues.

Grading and Excavation

Dust raised during grading would have an incremental short-term adverse impact on local and regional air quality. In addition, the excavation and hauling of earth materials would temporarily increase noise levels in the immediate area for the expected 18 to 20 month duration of Project construction activities. Discarded building and/or earth materials containing any hazardous materials, primarily asbestos, would be disposed of in accordance with all applicable local, state, and federal regulations.

Groundwater

Groundwater is not expected to be encountered during grading or construction; however, perched groundwater or saturated soil conditions may exist in scattered areas underneath the site. Implementation of the Proposed Project is not expected to produce any adverse impacts relative to groundwater.

Liquefaction

Due to the depth of the groundwater table and the relatively high density of the soils underlying the site area, the potential for soil liquefaction is considered very remote. Therefore, the Proposed Project would not be subject to significant impacts caused by seismically-induced liquefaction.

Seismicity

Since no known or mapped active, potentially active, or inactive faults, if projected, would trend toward or directly through the Project Site area, and the Coliseum does not lie in an Alquist-Priolo Special Study Zone, impacts associated with implementation of the Proposed Project relative to the seismic displacement of structures on the site would be less than significant.

Ground Shaking

Eleven faults were identified that could influence the site relative to earthquake ground shaking. Additional faults outside the local area, such as the San Andreas would also have the potential to create moderately strong ground motion effects in the project area. A significant impact posing an increased threat to public safety or destruction of property by ground shaking is not expected to occur with the development of the Proposed Project. Construction practices in strict compliance with the Uniform Building Code would reduce these inherent risks to acceptable standards. Impacts associated with seismic hazards would be less than significant.

Mitigation Measures

The following mitigation measures are required in order to effect a reduction in the severity of potential on-site impacts:

1. All structures to be constructed or renovated as part of the Proposed Project shall be designed as required by either the Uniform Building Code for structures within Seismic Zone 4, or other pertinent State and/or City building codes (such as Division 23, Section 91.2305 of the City of Los Angeles Building Code), to withstand the expected ground motions.
2. A comprehensive geotechnical investigation shall be prepared to the satisfaction of the responsible State and/or City reviewing agencies. The investigation shall verify the soil conditions under the proposed structures and derive the pile capacities.
3. All grading activities shall be in compliance with specific recommendations and requirements provided in the geotechnical report prepared for the Proposed Project, subject to review and approval by the appropriate State and/or City responsible agencies.
4. A copy of the foundation report and/or supplements and approval letter shall be attached to the State and/or City office and field sets of plans, with one copy of the foundation report and/or supplements submitted to the State and/or City plan checker prior to the issuance of the permit.
5. During construction, all grading shall be carefully observed, mapped, and tested by the project engineer. All grading shall be performed under the supervision of a certified engineering geologist and/or soils engineer in accordance with the applicable provisions of the State and/or City Building Codes to the satisfaction of the State and/or City building and safety authorities. The responsible engineer shall review and approve the foundation plan and/or the excavation/shoring plan prior to the issuance of any permits.
6. Artificial fills in the existing 35-foot earth berm shall not be considered suitable for the support of foundations unless excavated, recompacted, and tested to be in compliance with the applicable State and/or City Grading Codes.
7. The geologist or the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill.
8. Haul route approval for the transport of graded and excavated earth materials and removed building materials to receptor sites and/or local landfills shall be obtained from the City of Los Angeles Department of Building and Safety and/or other responsible City agencies. Haul routes for the transport of such materials shall be established, where possible, through non-residential areas so as to minimize the effects of noise, and shall maximize, where possible, the distance traveled on major arterials.

9. Discarded building and/or earth materials containing any hazardous materials, primarily asbestos, shall be disposed of in accordance with all applicable local, state, and federal regulations.
10. To the maximum extent feasible, uncontaminated graded materials shall be transported off-site to a receptor site needing imported fill material. Landfills shall only be considered as a last resort disposal option for materials from the site.
11. Prior to the issuance of building permits, if the soils and/or perched groundwater beneath the site are found to be contaminated, the City of Los Angeles Fire Department shall be notified and provided with a summary of all local, state, county, and federally required remediation activities and submit evidence of compliance.
12. Where encountered on the site, perched groundwater or saturated soils should be removed to the extent feasible or necessary.
13. During the construction plan and haul route approval process, the project contractor shall consult with the LAUSD Transportation Branch (tel: (323) 342-1400), to address potential impacts upon existing pedestrian and school bus routes. Contractors must guarantee that safe and convenient pedestrian routes to school are maintained. The project contractor shall install appropriate traffic controls (signs and signals) as needed to ensure pedestrian and vehicular safety. The project contractor shall fund crossing guards for safety of students, as needed, during construction activities at impacted crossings.

Level of Impact After Mitigation

Implementation of the recommended mitigation measures would reduce, but not eliminate, impacts to local landfills from the disposal of earth and building materials. With implementation of the foregoing mitigation measures, project construction and operation impacts would be mitigated to less than significant levels.

Noise

Construction-Related Noise

Construction noise levels inside the Coliseum would be reduced by the Coliseum wall to approximately 79 dBA at a distance of 50 feet from the source. Noise generated by the demolition of the outbuildings and other landscaping improvements outside the Coliseum would not be attenuated, as there are no intervening structures or obstacles separating the Coliseum grounds from the rest of Exposition Park. Some of the sensitive receptors located within Exposition Park are within 100 feet of the proposed active construction areas and will experience significant noise levels (above 75 dBA). Off-site construction noise will likely result from the ingress and egress of haul trucks used to transport

excavated materials. This would result in a relatively short-term and temporary noise impact for some sensitive receptors.

Coliseum Event Noise

The design for the stadium would include a distributed sound system including hundreds of small sound speakers throughout the stadium and concourse areas. As the project involves the renovation of an existing recreational facility that already creates significant noise impacts, and the project would not increase the intensity of crowds or number of events per year, the project's operational noise impacts would be less than significant.

Noise from Event Traffic

It is anticipated that the average attendance at Coliseum events would decrease as a result of the renovation. The decrease in attendance would, in all likelihood, result in a corresponding decrease in vehicle traffic. It is not expected that the reduced level of traffic would have a significant noise reduction impact because the decrease in traffic volume is not great enough to produce discernible noise reduction. However, as stated above, since the project involves the renovation of an existing recreational facility that already creates significant noise impacts, and the project would not increase the intensity of crowds or number of events per year, the project's operational noise impacts from event traffic would be less than significant.

Mitigation Measures

1. The Applicant shall comply with the construction hours as specified by the City LAMC Noise Ordinance, Chapter IV, Section 41.40., which prohibits construction before 7:00 a.m. or after 6:00 p.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday or any national holiday, and at anytime on Sunday.
2. The Applicant shall prepare a construction-related traffic plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. A traffic and parking plan for the construction phase will be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits.
3. Adjacent museums and residents shall be given regular notification of major construction activities and their durations. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints.
4. During construction, the project contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

5. The perimeter of the Project Site (including the ancillary outbuildings proposed to be demolished) shall be enclosed with a temporary barrier wall for security and noise protection purposes. This barrier wall shall consist of a solid, heavy vinyl material or ¾-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses within Exposition Park.

Level of Impact After Mitigation

Based on the analysis above, significant construction noise impacts would result from construction activities in close proximity to two sensitive land uses within Exposition Park. Implementation of the noise reduction measures listed above and compliance with the City of Los Angeles Noise Ordinance would reduce noise impact to less than significant levels.

No significant new operational noise impacts would occur as a result of the proposed renovation of the Los Angeles Memorial Coliseum. Nevertheless, the recommended operational mitigation measures listed above would act to further reduce the operational noise impacts that already occur during major Coliseum events.

Public Services - Police Protection

The number and type of events to be held in the Coliseum following project implementation are anticipated to remain similar to existing levels of use, with the addition of the NFL as a permanent tenant. Therefore, development of the Proposed Project is not expected to place an increased burden on police services in the Southwest Area. Similarly, the Proposed Project is not anticipated to have any adverse impact on the ability of officers to respond to calls at the Coliseum. The current level of service will continue to be adequate assuming continued use of off-duty police officers and private civilian security personnel. Overall, the Proposed Project is not expected to result in the alteration of the existing police protection personnel arrangement in place at the Coliseum. However, the LAPD has indicated that a project of this size would have a significant impact upon police services in the Southwest Area.

Mitigation Measures

The following mitigation measures are recommended to ensure that an adequate level of police protection continues to be provided on the Project Site during Coliseum events:

1. Plot plans for the proposed renovation shall be submitted to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features subsequently recommended by the LAPD shall be implemented to the extent feasible.
2. Building plans shall be filed with the LAPD Southwest Area Commanding Officer. Plans shall include access routes, floor plans, evacuation routes, and any additional information that might facilitate prompt and efficient police response.

3. Security features shall be provided on the construction site(s), such as guards, fencing, and locked entrances.
4. Landscaping shall not be planted in a way that could provide cover for persons tampering with doors or windows of commercial facilities, or for persons lying in wait for pedestrians or parking lot users.
5. Additional lighting shall be installed where appropriate as determined in consultation with the LAPD.
6. Safety features shall be incorporated into the Proposed Project to assure pedestrian safety, assist in controlling pedestrian traffic flows, and avoid pedestrian/vehicular conflicts on-site. Safety measures may include provision of security and traffic control personnel; clearly designated, well-lighted pedestrian walkways on-site; special street and pedestrian-level lighting; physical barriers (e.g., low walls, landscaping), particularly around the perimeter of the Coliseum, to direct pedestrians to specific exit locations that correspond to designated crosswalk locations on adjacent streets.
7. A Security Plan shall be developed and implemented by the Applicant, in consultation with the LAPD, outlining the security services and features to be provided in conjunction with the Proposed Project. Security features may include but are not limited to the provision of a private on-site security force, implementation of a surveillance system, installation of locks and alarms on entryways where appropriate, security and parking lot lighting, "spotters" to survey parking lots, and maximum accessibility for emergency service personnel. The plan shall be reviewed by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.
8. An Emergency Procedures Plan shall be established and implemented by the Applicant outlining guidelines and procedures in the event of civil disturbance, evacuation, and other types of emergencies. The plan shall be subject to review by the LAPD, and any provisions pertaining to access shall be subject to review by the LADOT. A copy of the Plan shall be provided to the LAPD Southwest Area Commanding Officer.
9. Traffic control personnel may be provided on adjacent roadways and in parking areas during Coliseum events and immediately preceding and following events to help prevent vehicles and pedestrians from obstructing emergency access.

In addition to the foregoing recommendations and requirements, measures recommended and/or required under Section V.I, Traffic, Access, and Parking shall be implemented as appropriate.

Level of Impact After Mitigation

The LAPD has indicated that the Proposed Project would significantly impact the services rendered by the Los Angeles Police Department. However, it is expected that supplemental police personnel would continue to be requested and funded by the Coliseum or the NFL, as needed during Coliseum events. With implementation of the required mitigation measures identified above, including the implementation of the proposed Security Plan, and continued deployment of supplemental police personnel during Coliseum events, impacts to LAPD services would be reduced to less than significant levels.

Public Utilities - Water Conservation

Water consumption on the site is estimated to be approximately 468,000 gallons per event with the development of the Proposed Project, assuming maximum levels of attendance at all events, and 7,200 gallons of water per day on non-event days. This results in a total of approximately 24 million gallons of water consumed by the Project per year, based on a rate of 46 events per year and daily use of the ancillary structures. Water service for the Coliseum would continue to be provided by the City of Los Angeles Department of Water and Power from the existing infrastructure. Consequently, impacts to water service to the Proposed Project are considered less than significant.

Mitigation Measures

To reduce impacts to less than significant levels, the following mitigation measures are required:

1. The Project Applicant shall be required to comply with any improvements necessary to meet Los Angeles Fire Department fire-flow requirements for the Proposed Project.
2. The Proposed Project shall incorporate water saving techniques as required by the City of Los Angeles' mandatory water conservation program (Ordinance Nos. 166,080 and 163,532). Water conservation measures described in the ordinance include, but are not limited to, the following:
 - As necessary, the Project Site shall be landscaped with drought-tolerant/indigenous species (xeriscape).
 - Low flow flush valves and shower head water-conservation devices shall be installed in all restroom and/or locker room facilities.

In addition, the City of Los Angeles Department of Water and Power recommends the following water conservation measures:

3. Automatic sprinkler systems should be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. However, care must be taken to reset sprinklers to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

4. Reclaimed water should be investigated as a source to irrigate large landscaped areas, including the grass playing field.
5. On-site recycling of drainage from water used for playing field irrigation should be investigated.
6. Recirculating hot water systems which can reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet should be investigated.
7. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

Level of Impact After Mitigation

The Proposed Project's impacts to water service are expected to be less than significant after the implementation of the above mitigation measures.