

---



---

## VI. GENERAL IMPACT CATEGORIES

### A. SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

---



---

#### AIR QUALITY

Short-term air quality impacts would result during the Proposed Project's 18-20 months of construction. As shown in Table VI-1, implementation of the prescribed mitigation measures would reduce the construction-related air pollutants for PM<sub>10</sub> emissions to below the level of significance. However, even with the inclusion of mitigation measures described above, the daily emission of pollutants from construction equipment would exceed threshold criteria established by the SCAQMD for ROG, CO, SO<sub>x</sub> and NO<sub>x</sub> emissions.

Implementation and compliance with the mitigation measures described above would reduce air quality emissions. For maximum-attendance Coliseum events, the amount of reduction achieved by the mitigation measures would not be sufficient to reduce impacts to acceptable levels.

**Table VI-1**  
**Daily Construction Emissions Without and With Mitigation<sup>a</sup>**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>
Total Construction Emissions (Without Mitigation)	56.71	638.31	348.54	5.88	214.21
Total Construction Emissions (With Mitigation)	56.71	638.31	348.54	5.88	10.95
<b>SCAQMD Thresholds</b>	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>
<b>Significant Impact? (Yes/No)</b>	<b>NO</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>
<sup>a</sup> Based on a 22-month construction schedule with a total site disturbance of 19.5 acres.					
Source: Christopher A. Joseph & Associates, 2003.					

#### CULTURAL AND HISTORIC RESOURCES

The Proposed Project meets all of 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 on the environment and cannot be feasibly mitigated. Much of the seating, as well as the form of the bowl, will remain and be clearly visible around the entire Coliseum

for the interior. The exterior of the Coliseum will be returned to its former appearance and the Peristyle will be restored enhanced with the removal of the large electronic scoreboards.

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. 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 into the future by making the Coliseum an economically viable facility for sporting events.

### **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
- I-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

In addition to the 26 study intersections discussed above, the Project Traffic Study 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 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. This impact would be significant and unavoidable.

### **Mitigation Measures**

In order to mitigate the traffic and access impacts created by the Proposed Project, it was determined that the relative frequency of the project's impact does not justify physical roadway improvements. The Proposed Project would increase the Coliseum's existing event profile by adding up to 12 professional football games per year. The Proposed Project impacts the surrounding traffic and circulation patterns for approximately 2 hours per day on days when major events are scheduled: one hour before the event and one hour after the event. Currently the Coliseum hosts an average of 34 events per year. With the Proposed Project, the average number of events would likely reach 46 events per year. Nearly all events would occur during the weekends, with relatively few, if any impacting the weekday evening commute period. In consultation with the LADOT, it was therefore recommended that the Project Applicant collaborate with LADOT, LAPD, California Department of Transportation, and California Highway Patrol in implementing a comprehensive traffic management plan. Notwithstanding the implementation of an effective traffic management plan, project traffic impacts are anticipated to be significant and unavoidable during the hours preceding and following each major event.