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 land use compatibility 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

Similar to the Original Proposed Project, the CDSP Overlay would not create any significant land use impacts. Therefore, as with the Original Proposed Project, no mitigation measures are recommended.

VI. ENVIRONMENTAL IMPACT ANALYSIS
F. NOISE

2003 EIR Environmental Findings

Construction-Related Noise

The 2003 EIR found that noise levels associated with interior construction activities 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 surrounding Exposition Park neighborhood. The 2003 EIR stated that some of the sensitive receptors located within Exposition Park are within 100 feet of the proposed active construction areas and would experience significant noise levels (above 75 dBA). Off-site construction noise would likely result from the ingress and egress of haul trucks used to transport excavated materials. According to the 2003 EIR, this would result in a relatively short-term and temporary noise impact for some sensitive receptors.

Coliseum Event Noise

The 2003 EIR stated that the Original Proposed Project design for the Coliseum would include a distributed sound system including hundreds of small sound speakers throughout the stadium and concourse areas. The 2003 EIR found that as the Project would involve 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 Original Proposed Project's operational noise impacts would be less than significant.

Noise from Event Traffic

Due to the reduction in seating, the 2003 EIR stated the average attendance at Coliseum events would be anticipated to decrease as a result of the renovation. This decrease in attendance identified the 2003 EIR would in all likelihood result in a corresponding decrease in vehicle traffic. It was not expected that the reduced level of traffic would have a significant noise reduction impact because the decrease in traffic volume would not be great enough to produce discernible noise reduction. However, as stated above, since the Project would involve 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 Original Proposed Project's operational noise impacts from event traffic was determined to be less than significant.

Mitigation Measures

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

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.

Environmental Impacts of the Revised Project

Construction-Related Noise

The Revised Project would include a construction schedule of approximately the same length (18-22 months) as the Original Proposed Project. In addition, like the Original Proposed Project, the revised Project would preserve the outer Coliseum wall. Therefore, the 2003 EIR's finding that 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 would remain true with the revised architectural scheme. Similarly, as with the Original Proposed Project, noise generated by the demolition of the out-buildings and other landscaping improvements outside the Coliseum would not be attenuated during the renovation period, as there are no intervening structures or obstacles separating the Coliseum grounds from the rest of Exposition Park. The 2003 EIR stated that some of the sensitive receptors located within Exposition Park are within 100 feet of the proposed active construction areas and would experience significant noise levels (above 75 dBA). These sensitive receptors would experience similar noise levels with the renovation of the stadium. As with the Original Proposed Project, these noise sources would result in relatively short-term and temporary noise impacts for some sensitive receptors. These impacts could be

reduced to less-than-significant levels with the incorporation of the mitigation measures noted in the 2003 EIR (and reproduced in Section VII of this document).

Coliseum Event Noise

Although the exact sound system design for the Revised Project has not yet been determined, it is anticipated that it would also include a distributed sound system similar to the one proposed by the Original Project. Therefore, the 2003 EIR's findings would hold true for the Revised Project design. As the Revised Project would involve 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 Revised Project's event-related noise impacts would be less than significant.

Noise from Event Traffic

The number of seats (78,000) analyzed in the 2003 EIR to determine traffic noise impacts is equivalent to the number of seats proposed in the Revised Project design. Therefore, consistent with the 2003 EIR's findings, the operational noise impacts from event traffic would be less than significant.

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 noise 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 included several mitigation measures designed to reduce the Project's noise impacts. As no new significant impacts were identified, the CDSP Overlay would implement these same mitigation measures (identified above and in Section VII, Mitigation Monitoring and Reporting Program).

VI. ENVIRONMENTAL IMPACT ANALYSIS
G. PUBLIC SERVICES

2003 EIR Environmental Findings

Fire Protection Services

The 2003 EIR found that the development of the Original 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. The LAFD indicated in the 2003 EIR that the Original Proposed Project would not require any changes to the existing fire-flow conditions, which are currently maintained at an acceptable level. Impacts to fire protection services were therefore considered less than significant in the 2003 EIR.

Mitigation Measures

The 2003 EIR found that since the Project would not result in any significant impacts to fire protections services, no mitigation measures were required.

Police Protection Services

The 2003 EIR stated that the number and type of events to be held in the Coliseum following the Original Proposed Project's implementation were anticipated to remain similar to existing levels of activity, with the addition of the NFL as a permanent tenant. Therefore, it found that the development of the Original Proposed Project was not expected to place an increased burden on police services in the Southwest Area. Similarly, the Original Proposed Project would not be anticipated to have any adverse impact on the ability of officers to respond to calls at the Coliseum. The 2003 level of service would continue to be adequate assuming continued use of off-duty police officers and private civilian security personnel. Overall, the 2003 EIR found that the Original Proposed Project would not be 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. Therefore, the 2003 EIR introduced mitigation measures to reduce the Original Proposed Project's impacts on police protection services to less-than-significant levels.

Mitigation Measures

The 2003 EIR adopted several mitigation measures designed to reduce the Project's impact on police services. These mitigation measures are reproduced below:

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 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.

Environmental Impacts of the Revised Project

Fire Protection Services

As stated in the 2003 EIR, the Coliseum is an existing use for which acceptable fire flows are maintained. As with the Original Proposed Project, the Revised Project would not alter the character of use of the Coliseum. The maximum capacity of the Coliseum, as with the Original Proposed Project, would be reduced with the Revised Project as compared to existing uses. The LAFD indicated in the 2003 EIR that the Original Proposed Project would not require any changes to the existing fire-flow conditions. Conditions at and surrounding the Project Site have not been substantially altered since the publication of the 2003 EIR. Therefore, the 2003 EIR's findings that the development of the Original Proposed Project would not be expected to alter the existing administrative fire protection procedures currently in place at the Coliseum would remain valid for the Revised Project. As with the Original Project, impacts to fire protection services would be considered less than significant for the Revised Project.

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 fire protection service impacts or result in a substantial increase in the severity of those effects previously identified. Further, the four new external stairways would improve pedestrian exiting and accessibility in the event of an emergency. Therefore, the preparation of a subsequent environmental analysis is not warranted.

Mitigation Measures

Similar to the Original Proposed Project, the Revised Project would not create any new significant impacts on fire protection services. Therefore, no mitigation measures are recommended.

Police Protection Services

The 2003 EIR stated that the number and type of events to be held in the Coliseum following the Original Proposed Project's implementation were anticipated to remain similar to existing levels of use, with the addition of the NFL as a permanent tenant. The same holds true for the Revised Project, which would slightly alter some of the interior architecture but would not change any of the proposed uses. Therefore, the development of the Revised Project would also not be expected to place an increased burden on police services in the Southwest Area. As is currently practiced, the Revised Project would continue to use off-duty police officers and private civilian security personnel. However, since the LAPD indicated in 2003 that a project of this size would have a significant impact upon police services in the Southwest Area and no significant changes have occurred in the environmental setting since then. The Revised Project would incorporate the same mitigation measures as the Original Proposed Project to reduce the Project's impacts on Police Protection services to less-than-significant levels.

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 police protection service 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 included several mitigation measures designed to reduce the Project's impacts on police services. As no new significant impacts were identified in this Addendum, the Revised Project would implement these same mitigation measures (identified above and in Section VII, Mitigation Monitoring and Reporting Program).

VI. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC UTILITIES

2003 EIR Environmental Findings

Energy Conservation

Electricity

Electricity consumption by the Original Proposed Project was estimated in the 2003 EIR by using the amount of electricity consumed on the Project Site in 2003 and projecting an increase in up to 12 additional football games per year. The 2003 EIR found that the electricity consumed by the Original 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 would be expected to consume approximately 1,419 kWh per day. Annually, the Original Proposed Project would consume approximately 3.4 million kWh (based on 46 events per year and ancillary use daily throughout the year). This would represent an increase of approximately 1.2 million kWh per year over existing (2003) conditions. The 2003 EIR found that the ability of the Los Angeles Department of Water and Power's (DWP) regional infrastructure to deliver the peak electrical requirement to the site would not be expected to be severely affected by implementation of the Original Proposed Project. However, additional power facilities would possibly be required in order to serve the load growth associated with the Original Proposed Project. The 2003 EIR stated that such improvements could be made with minimal impact upon the surrounding land uses. Impacts to electricity infrastructure and supply were therefore expected to be less than significant.

Natural Gas

Natural gas consumption by the Original Proposed Project was estimated in the 2003 EIR by using the amount of natural gas consumed on the Project Site in 2003 and projecting an increase in up to 12 additional football games per year. The 2003 EIR found that natural gas consumed by the Original 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 Original 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 (2003) conditions. The 2003 EIR found that 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 Original Proposed Project. Project impacts to natural gas services were therefore expected to be less than significant.

Mitigation Measures

The 2003 EIR recommended a mitigation measure designed to reduce the Project's demands for energy resources, although it noted that none were technically required since no significant impacts upon such

resources were found. This mitigation measure is reproduced below:

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.

Water Conservation

Water consumption by the Original Proposed Project was estimated in the 2003 EIR by using generation factors provided by the City of Los Angeles. Water consumption on the Project Site was estimated in the 2003 EIR to be approximately 468,000 gallons per event with the development of the Original Proposed Project, assuming maximum levels of attendance at all events, and 7,200 gallons of water per day on non-event days. This would result in a total of approximately 24 million gallons of water consumed by the Original 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 Original Proposed Project were considered to be less than significant with the implementation of standard water-conservation mitigation measures.

Mitigation Measures

The 2003 EIR adopted several mitigation measures designed to reduce the Project's impact on water resources. These mitigation measures are reproduced below:

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:

    a. As necessary, the Project Site shall be landscaped with drought-tolerant/indigenous species (xeriscape).

    b. 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.

Sanitary Sewers

Wastewater generation by the Original Proposed Project was calculated in the 2003 EIR by using generation factors based on land use as provided by the City of Los Angeles. The 2003 EIR estimated that the Original Proposed Project would generate approximately 390,000 gallons of sewage per event, assuming maximum attendance at all Coliseum events. It found that Ancillary structures would generate approximately 6,000 gallons of wastewater per day. The 2003 EIR also stated that the maximum possible sewage generation from the site experienced during any Coliseum event could be reduced from projected levels upon implementation of the Original Proposed Project. This reduction would be accomplished through the installation of infrastructure and fixtures with increased water-efficiency which could result in a reduction in the average per-person per-event sewage generation. The 2003 EIR explained that sewage generated by the Project would continue to flow to the Hyperion Treatment Plant, which would have adequate capacity to accommodate the increase in wastewater flows. The City of Los Angeles Department of Public Works, Bureau of Sanitation also determined that the Original Proposed Project's impacts on City of Los Angeles sewer services would be less than significant, assuming maximum capacity conditions. Therefore, the 2003 EIR determined that the Original Proposed Project would have less than significant impacts on sanitary sewers.

Mitigation Measures

The 2003 EIR found that since the Project would not result in a significant impact to sewers, no mitigation measures were required.

Solid Waste and Disposal

The 2003 EIR anticipated that the Original Proposed Project would generate approximately 1,860,671 pounds (or approximately 930 tons) of solid waste per year. It stated that existing (2003) uses on the site generate approximately 837,071 pounds (or approximately 419 tons) of solid waste per year. Therefore, implementation of the Original Proposed Project would generate a net increase of approximately 1,023,600 pounds (or approximately 512 tons) per year. The 2003 EIR determined that regional landfill capacity was adequate to accommodate the regional solid waste demands for the City of Los Angeles, and impacts associated with the Original Proposed Project were determined to be less than significant.

Mitigation Measures

The 2003 EIR found that since the Project would not result in a significant impact on solid waste infrastructure, no mitigation measures were required.

Environmental Impacts of the Revised Project

Energy Conservation

Electricity

As described above, the 2003 EIR found that the Original Proposed Project would cause an increase in electricity usage of approximately 1.2 million kWh per year over existing (2003) conditions. The Revised Project would present the same uses for the Coliseum as the Original Proposed Project. Total seating would not change, and the same restaurant, club, and comfort facilities would be included in the Revised Project. In addition, approximately the same uses take place at the Coliseum today (i.e., the USC football team remains the primary tenant, concerts and soccer games continue to be held at the Coliseum) as they did when the baseline electricity was calculated in 2003. Therefore, it may be assumed that the Revised Project would cause a similar increase of approximately 1.2 million kWh per year over existing conditions. The 2003 EIR found that the ability of the DWP regional infrastructure to deliver the peak electrical requirement to the site would not be expected to be severely affected by implementation of the Original Proposed Project. Since DWP infrastructure has not significantly changed since the publication of the 2003 EIR, it may be expected that the Revised Project's impacts to electricity infrastructure and supply would also be less than significant.

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 electricity 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.

Natural Gas

As described above, the 2003 EIR found that the Original Proposed Project would be anticipated to consume approximately 2.3 million cf per year (based on Coliseum consumption during 46 events per year and ancillary use daily throughout the year). This would represent an increase of approximately 1.3 million cf of natural gas per year over existing (2003) conditions. The Revised Project would be anticipated to host approximately the same number of events as the Original Proposed Project and to include approximately the same number and type of concessions as the Original Proposed Project. In addition, approximately the same uses exist today at the Coliseum that existed when the baseline natural gas usage was calculated in 2003. Therefore, the Revised Project would be expected to generate a similar increase in natural gas usage. The 2003 EIR found that 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 significantly affected by implementation of the Original Proposed Project. Since the Project Site is in an area of Los Angeles that has been essentially "built out" since the 1960s, it is reasonable to assume that the Southern California Gas Company has not significantly altered their infrastructure in the 2.5 years that have passed since the

publication of the 2003 EIR. Therefore, like the Original Proposed Project, the Revised Project would have less than significant impacts on natural gas services.

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 natural gas 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 included a mitigation measure designed to reduce the Project's impacts on energy resources. As no new significant impacts were identified, the Revised Project would also implement this mitigation measure (identified above and in Section VII, Mitigation Monitoring and Reporting Program).

Water Conservation

As discussed above, the Original Proposed Project would result in a total of approximately 24 million gallons of water consumed per year, based on a rate of approximately 46 events per year and daily use of the ancillary structures. The Revised Project would alter some architectural elements of the Project but would not change the anticipated approximately 46 events per year. The Revised Project would also include concession and ancillary uses approximately equivalent to the Original Proposed Project. As stated in the 2003 EIR, water service for the Coliseum would continue to be provided by the DWP from existing infrastructure. As the DWP has not undergone significant infrastructures alterations since the publication of the 2003 EIR, its conclusion that impacts to water service to the Project were less than significant would remain true for the Revised Project. The Revised Project would also implement the mitigation measures identified for the Original Proposed Project to reduce impacts to water services as much as possible.

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 water conservation 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 impact on water resources. 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).

Sanitary Sewers

As described above, the Original Proposed Project was projected to generate approximately 390,000 gallons of sewage per event and approximately 6,000 gallons of sewage per day from ancillary structures. The Revised Project would include approximately equivalent plans for ancillary uses and projected Coliseum uses as the Original Proposed Project. The Revised Project would make minor architectural design adjustments to the Project but would not alter any of the projected uses that were used to project sewerage

generation. Therefore, the approximate sewer generation projections made in the 2003 EIR would remain true for the Revised Project. The 2003 EIR also stated that the City of Los Angeles Department of Public Works, Bureau of Sanitation determined that impacts on City of Los Angeles sewer services by the Original Proposed Project would be less than significant. As environmental setting conditions have not significantly changed in the 2.5 years since the 2003 EIR was published, it would be expected that the Bureau of Sanitation could still handle the projected sewage generation from the Project. Therefore, like the Original Proposed Project, the Revised Project would have less than significant impacts on sanitary sewers.

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 sanitary sewer 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

Similar to the Original Proposed Project, the Revised Project would not create any new significant impacts to the sewer system. Therefore, as with the Original Proposed Project, no mitigation measures are recommended.

Solid Waste and Disposal

As discussed above, the 2003 EIR determined that implementation of the Original Project would generate a net increase of approximately 1,023,600 pounds (or approximately 512 tons) of solid waste per year over existing (2003) uses. As the Revised Project would not alter any of the presumed Coliseum uses, it would be expected to generate approximately the same amount of solid waste as the Original Proposed Project. The 2003 EIR also determined that regional landfill capacity was adequate to accommodate the regional solid waste demands for the City of Los Angeles. As environmental setting conditions have not significantly changed since the 2003 analysis was conducted, it may still be assumed that regional landfills would have the capacity to handle the Project's solid waste generation. Therefore, like the Original Proposed Project, solid waste impacts associated with the Revised Project would be less than significant.

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 solid waste 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

Similar to the Original Proposed Project, the Revised Project would not create any new significant impacts to the solid waste infrastructure. Therefore, as with the Original Proposed Project, no mitigation measures are recommended.

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).

VII. MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM PROCEDURES

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The Los Angeles Memorial Coliseum Commission ("Coliseum Commission") is the Lead Agency for the Los Angeles Memorial Coliseum Project. As such, the Coliseum Commission is the responsible public agency for ensuring the mitigation measures identified herein are enforced and implemented. As appropriate, other governmental agencies may be identified as the responsible agency for ensuring measures relative to their jurisdictional function are implemented through the appropriate level of agency review and/or permitting processes.

This Mitigation Monitoring Program (MMP) is designed to monitor implementation of all mitigation measures which have been adopted for the Proposed Project. As detailed on the following pages, each required mitigation measure for the proposed project is listed and categorized by impact area, with accompanying discussion of:

- Implementation Phase, the phase of the project during which the mitigation measure shall be applied either during Pre-Construction (including the design phase), Construction, or Occupancy (Post-construction).

- The Monitoring Phase, the phase of the project during which the measure shall be overseen.

- The Enforcement Agency, the agency with the power to enforce the mitigation measure in terms of compliance, implementation and development.

The MMP for the Los Angeles Memorial Coliseum will be in place throughout all phases of the project. The Commission's existing land management processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the Commission shall be at the discretion of the Commission. Generally, compliance reports shall be submitted to the Commission in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The Commission in conjunction with the project applicant shall assure that project construction occurs in accordance with the MMP. The South Coast Air Quality Management District (SCAQMD) shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules

associated with mitigation. Departments listed below are all departments of the City of Los Angeles, unless otherwise noted.

MITIGATION MEASURES

1. AESTHETICS

Visual Impacts

No mitigation measures are required.

Light and Glare

No mitigation measures are required.

2. AIR QUALITY

Required Construction Phase Mitigation

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.

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: SCAQMD, LADOT

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 the 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).

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: SCAQMD, Coliseum Commission

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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD

4. Ground wetting shall be required in accordance with SCAQMD Rule 403 for dust control during grading and construction.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

5. Contractors shall cover any stockpiles of soil, sand and similar materials.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

6. Equipment engines shall be maintained in proper tune.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

7. Construction equipment shall be shut off to reduce idling when not in direct use for extended periods of time.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

8. Contractors shall discontinue construction activities during second-stage smog alerts.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD, Coliseum Commission

Operational Phase Mitigation

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

Implementation Phase: Operation

Monitoring Phase: Operation
Enforcement Agency: LADOT, Coliseum Commission

2. The Proposed Project applicant shall comply with all requirements of the South Coast Air Quality Management District's Regulation 15, which attempts to reduce employee vehicle trips through the implementation of various transportation management strategies.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: SCAQMD, Coliseum Commission

3. CULTURAL RESOURCES

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. Archivally 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.

Implementation Phase: Pre-construction
Monitoring Phase: Pre-construction
Enforcement Agency: 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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

3. The Proposed Project shall be constructed in substantial compliance with the Revised Conceptual Historic Fabric Retention Plan, as depicted in Figure III-3 of this Addendum.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Coliseum Commission

4. GEOLOGY/SEISMIC HAZARDS

The following mitigation measures are required in order to effect a reduction in the severity of potential on-site impacts resulting from seismic events occurring on Southern California faults:

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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Department of Building and Safety

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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Department of Building and Safety

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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept.of Building and Safety

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.

Implementation Phase: Pre-Construction
Monitoring Phase: Pre-Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Bureau of Engineering

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.

Implementation Phase: Pre-Construction, Construction
Monitoring Phase: Pre-Construction, Construction
Enforcement Agency: Bureau of Engineering, Dept.of Building and Safety

7. The geologist or the soils engineer shall inspect and approve all fill and subdrain placement areas prior to placing fill.

Implementation Phase: Construction

Monitoring Phase: Construction
Enforcement Agency: Bureau of Engineering

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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety, LADOT

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.

Implementation Phase: Pre-construction, Construction
Monitoring Phase: Pre-construction, Construction
Enforcement Agency: Bureau of Engineering, Dept. of Building and Safety

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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

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.

Implementation Phase: Pre-construction
Monitoring Phase: Pre-construction
Enforcement Agency: Coliseum Commission, Dept. of Building and Safety, LAFD

12. Where encountered on the site, perched groundwater or saturated soils should be removed to the extent feasible or necessary.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission, Dept. of Building and Safety, LAFD

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.

Implementation Phase: Pre-Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission, Dept. of Building and Safety

5. LAND USE

No mitigation measures are required.

6. NOISE

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.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Coliseum Commission

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.

Implementation Phase: Pre-Construction
Monitoring Phase: Pre-Construction
Enforcement Agency: Coliseum Commission, LADOT

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.

Implementation Phase:	Pre-Construction
Monitoring Phase:	Pre-Construction
Enforcement Agency:	LADOT, Coliseum Commission

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.

Implementation Phase:	Construction
Monitoring Phase:	Construction
Enforcement Agency:	Coliseum Commission

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.

Implementation Phase:	Construction
Monitoring Phase:	Construction
Enforcement Agency:	Coliseum Commission

7. PUBLIC SERVICES

Fire

No mitigation measures are required.

Police

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.

   Implementation Phase: Pre-Construction
   Monitoring Phase: Pre-Construction
   Enforcement Agency: Coliseum Commission, LAPD

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.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Dept. of Building and Safety, LAPD

3. Security features shall be provided on the construction site(s), such as guards, fencing, and locked entrances.

   Implementation Phase: Construction
   Monitoring Phase: Construction
   Enforcement Agency: Coliseum Commission, LAPD

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.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission, LAPD

5. Additional lighting shall be installed where appropriate as determined in consultation with the LAPD.

   Implementation Phase: Pre-Construction, Construction, Operation
   Monitoring Phase: Pre-Construction, Construction, Operation
   Enforcement Agency: Coliseum Commission, LAPD

6. Safety features shall be incorporated into 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.

Implementation Phase:	Pre-Construction, Construction, Operation
Monitoring Phase:	Pre-Construction, Construction, Operation
Enforcement Agency:	Coliseum Commission, Dept. of Building and Safety, LAPD

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.

Implementation Phase:	Pre-Construction, Construction, Operation
Monitoring Phase:	Pre-Construction, Construction, Operation
Enforcement Agency:	Coliseum Commission, Dept. of Building and Safety, LAPD, LADOT

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.

Implementation Phase:	Pre-Construction, Construction, Operation
Monitoring Phase:	Pre-Construction, Construction, Operation
Enforcement Agency:	Coliseum Commission, Dept. of Building and Safety, LAPD, LAFD

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.

Implementation Phase:	Operation
Monitoring Phase:	Operation
Enforcement Agency:	Coliseum Commission, LAPD, LADOT

In addition to the foregoing recommendations and requirements, measures recommended and/or required under Section VI.I of the Addendum (Traffic and Parking) shall be implemented as appropriate.

8. PUBLIC UTILITIES

Energy Conservation

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.

Implementation Phase:	Pre-Construction, Construction, Operation
Monitoring Phase:	Pre-Construction, Construction, Operation
Enforcement Agency:	Coliseum Commission

Water Conservation

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.

Implementation Phase:	Pre-Construction, Construction, Operation
Monitoring Phase:	Pre-Construction, Construction, Operation
Enforcement Agency:	Coliseum Commission, LAFD

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:

   a. As necessary, the Project Site shall be landscaped with drought-tolerant/indigenous species (xeriscape).

   b. Low flow flush valves and shower head water-conservation devices shall be installed in all restroom and/or locker room facilities.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

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.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

4. Reclaimed water should be investigated as a source to irrigate large landscaped areas, including the grass playing field.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Coliseum Commission

5. On-site recycling of drainage from water used for playing field irrigation should be investigated.

Implementation Phase: Construction, Operation
Monitoring Phase: Construction, Operation
Enforcement Agency: Department of Water and Power

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.

Implementation Phase:	Construction, Operation
Monitoring Phase:	Construction, Operation
Enforcement Agency:	Coliseum Commission

7. Plumbing fixtures should be selected which reduce potential water loss from leakage due to excessive wear of washers.

Implementation Phase:	Construction, Operation
Monitoring Phase:	Construction, Operation
Enforcement Agency:	Coliseum Commission

Sanitary Sewers

No mitigation measures are required.

Solid Waste

No mitigation measures are required.

9. TRAFFIC AND PARKING

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 the Project's impacts:

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.

Implementation Phase:	Operation
Monitoring Phase:	Operation
Enforcement Agency:	Coliseum Commission, LADOT, LAPD

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.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission

3. Real time radio alerts and broadcasts via Highway Advisory Radio (HAR) shall be located where LADOT deems appropriate.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission, LADOT

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.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission, LADOT

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

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission, LADOT

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.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission, LADOT

6. Existing turn prohibitions, as illustrated in Figure V.I.1-13 of the 2003 Draft EIR, shall remain in place on game days.

Implementation Phase: Operation
Monitoring Phase: Operation
Enforcement Agency: Coliseum Commission, LADOT

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IX. REFERENCES AND ACRONYMS

REFERENCES

California Department of Conservation, Division of Mines and Geology, Special Publication No. 42, website: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/Sp42.pdf, 3-29-06.

California Food and Agricultural Code, Section 4101-4108.

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ACRONYMS

CAJA	Christopher A. Joseph & Associates
C.C.R.	California Code of Regulations
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CO	Carbon Monoxide
CUP	Conditional Use Permit
CY	Cubic Yards
EIR	Environmental Impact Report
HVAC	Heating/Ventilation/Air Conditioning
KWH	Kilowatt-hours
LOS	Level of Service
MTA	Los Angeles County Metropolitan Transit Authority
NO2	Nitrogen Dioxide
NOP	Notice of Preparation
O3	Ozone
PM_{10}	Respirable Particulate Matter
PRC	Public Resources Code
TIA	Transportation Impact Analysis
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company

SO2	Sulfur Dioxide
USGS	United States Geologic Survey
V/C	Volume-to-Capacity ratio

Appendix A Air Quality Worksheets

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat:
Project Name: Coliseum Renovation - 2006 Addendum
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	47.10	477.07	328.23	0.38	820.97	15.01	805.96
TOTALS (lbs/day, mitigated)	47.10	477.07	328.21	0.38	106.94	15.01	91.93

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	46.35	447.96	331.83	0.38	819.70	13.74	805.96
TOTALS (lbs/day, mitigated)	46.35	447.96	331.81	0.38	105.67	13.74	91.93

*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	17.56	111.78	144.26	0.00	4.07	4.05	0.02
TOTALS (lbs/day, mitigated)	17.56	111.78	144.26	0.00	4.07	4.05	0.02

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.76	0.29	1.49	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	1,229.69	158.26	1,641.44	1.26	193.84

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	1,230.45	158.55	1,642.93	1.26	193.84

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat
Project Name: Coliseum Renovation - 2006 Addendum
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	47.10	477.07	328.23	0.38	820.97	15.01	805.96
TOTALS (lbs/day, mitigated)	47.10	477.07	328.21	0.38	106.94	15.01	91.93

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	46.35	447.96	331.83	0.38	819.70	13.74	805.96
TOTALS (lbs/day, mitigated)	46.35	447.96	331.81	0.38	105.67	13.74	91.93

*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	17.56	111.78	144.26	0.00	4.07	4.05	0.02
TOTALS (lbs/day, mitigated)	17.56	111.78	144.26	0.00	4.07	4.05	0.02

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.58	0.27	0.22	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	172.98	228.09	1,607.40	1.01	193.84

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	173.56	228.36	1,607.62	1.01	193.84

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat
Project Name: Coliseum Renovation - 2006 Addendum
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	2.68	23.74	19.88	0.01	27.64	0.81	26.83
TOTALS (tpy, mitigated)	2.68	23.74	19.88	0.01	4.07	0.81	3.26

*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	2.95	22.57	22.87	0.01	18.50	0.77	17.73
TOTALS (tpy, mitigated)	2.95	22.57	22.87	0.01	2.79	0.77	2.02

*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (tpy, unmitigated)	1.71	6.14	8.01	0.00	0.22	0.22	0.00
TOTALS (tpy, mitigated)	1.71	6.14	8.01	0.00	0.22	0.22	0.00

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.09	0.05	0.15	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	160.13	33.13	297.49	0.22	35.38

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	160.23	33.18	297.65	0.22	35.38

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat:
Project Name: Coliseum Renovation - 2006 Addendum
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

Construction Start Month and Year: June, 2007
Construction Duration: 30
Total Land Use Area to be Developed: 19.5 acres
Maximum Acreage Disturbed Per Day: 5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 40000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	5.14	-	5.14
Off-Road Diesel	24.60	166.96	195.61	-	6.54	6.54	0.00
On-Road Diesel	0.81	14.41	3.00	0.03	0.41	0.34	0.07
Worker Trips	0.31	0.37	7.41	0.00	0.03	0.01	0.02
Maximum lbs/day	25.72	181.74	206.02	0.03	12.12	6.89	5.23
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	805.07	-	805.07
Off-Road Diesel	37.27	262.85	290.55	-	10.90	10.90	0.00
On-Road Diesel	9.70	214.15	36.10	0.38	4.98	4.11	0.87
Worker Trips	0.13	0.07	1.58	0.00	0.02	0.00	0.02
Maximum lbs/day	47.10	477.07	328.23	0.38	820.97	15.01	805.96
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	47.10	477.07	328.23	0.38	820.97	15.01	805.96
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	805.07	-	805.07
Off-Road Diesel	37.27	252.95	297.00	-	9.97	9.97	0.00
On-Road Diesel	8.96	194.94	33.36	0.38	4.64	3.77	0.87
Worker Trips	0.12	0.07	1.47	0.00	0.02	0.00	0.02
Maximum lbs/day	46.35	447.96	331.83	0.38	819.70	13.74	805.96
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	115.55	140.53	-	4.28	4.28	0.00
Bldg Const Worker Trips	0.09	0.05	1.12	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	115.61	141.65	0.00	4.30	4.28	0.02
Max lbs/day all phases	46.35	447.96	331.83	0.38	819.70	13.74	805.96

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	111.73	143.22	-	4.05	4.05	0.00
Bldg Const Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	11.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	111.78	144.26	0.00	4.07	4.05	0.02
Max lbs/day all phases	17.56	111.78	144.26	0.00	4.07	4.05	0.02

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

2 Surfacing Equipment 437 0.490 8.0
Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	5.14	-	5.14
Off-Road Diesel	24.60	166.96	195.61	-	6.54	6.54	0.00
On-Road Diesel	0.81	14.41	3.00	0.03	0.41	0.34	0.07
Worker Trips	0.31	0.37	7.31	0.00	0.03	0.01	0.02
Maximum lbs/day	25.72	181.74	205.92	0.03	12.12	6.89	5.23
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	91.04	-	91.04
Off-Road Diesel	37.27	262.85	290.55	-	10.90	10.90	0.00
On-Road Diesel	9.70	214.15	36.10	0.38	4.98	4.11	0.87
Worker Trips	0.13	0.07	1.56	0.00	0.02	0.00	0.02
Maximum lbs/day	47.10	477.07	328.21	0.38	106.94	15.01	91.93
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	47.10	477.07	328.21	0.38	106.94	15.01	91.93
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	91.04	-	91.04
Off-Road Diesel	37.27	252.95	297.00	-	9.97	9.97	0.00
On-Road Diesel	8.96	194.94	33.36	0.38	4.64	3.77	0.87
Worker Trips	0.12	0.07	1.45	0.00	0.02	0.00	0.02
Maximum lbs/day	46.35	447.96	331.81	0.38	105.67	13.74	91.93
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	115.55	140.53	-	4.28	4.28	0.00
Bldg Const Worker Trips	0.09	0.05	1.12	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	115.61	141.65	0.00	4.30	4.28	0.02
Max lbs/day all phases	46.35	447.96	331.81	0.38	105.67	13.74	91.93
*** 2009***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	111.73	143.22	-	4.05	4.05	0.00
Bldg Const Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	11.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	111.78	144.26	0.00	4.07	4.05	0.02
Max lbs/day all phases	17.56	111.78	144.26	0.00	4.07	4.05	0.02

Construction-Related Mitigation Measures

Phase 1: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
2	Surfacing Equipment	437	0.490	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.27	0.22	0	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.56	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.58	0.27	0.22	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	172.04	226.43	1,595.84	1.00	192.40
General office building	0.94	1.66	11.55	0.01	1.44
TOTAL EMISSIONS (lbs/day)	172.98	228.09	1,607.40	1.01	193.84

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		0.30 trips/seats	78,000.00	23,088.00
General office building		3.32 trips/1000 sq. ft.	40.00	132.80
		Sum of Total Trips		23,220.80
		Total Vehicle Miles Traveled		127,937.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
City park				0.0	0.0	100.0
General office building				35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Site Grading Miles/Round Trip changed from 20 to 30
Phase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 3x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.

Changes made to the default values for Area

The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.

URBEMIS 2002 For Windows 8.7.0

File Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat:
Project Name: Coliseum Renovation - 2006 Addendum
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 30
Total Land Use Area to be Developed: 19.5 acres
Maximum Acreage Disturbed Per Day: 5 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 40000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	5.14	-	5.14
Off-Road Diesel	24.60	166.96	195.61	-	6.54	6.54	0.00
On-Road Diesel	0.81	14.41	3.00	0.03	0.41	0.34	0.07
Worker Trips	0.31	0.37	7.41	0.00	0.03	0.01	0.02
Maximum lbs/day	25.72	181.74	206.02	0.03	12.12	6.89	5.23
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	805.07	-	805.07
Off-Road Diesel	37.27	262.85	290.55	-	10.90	10.90	0.00
On-Road Diesel	9.70	214.15	36.10	0.38	4.98	4.11	0.87
Worker Trips	0.13	0.07	1.58	0.00	0.02	0.00	0.02
Maximum lbs/day	47.10	477.07	328.23	0.38	820.97	15.01	805.96
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	47.10	477.07	328.23	0.38	820.97	15.01	805.96
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	805.07	-	805.07
Off-Road Diesel	37.27	252.95	297.00	-	9.97	9.97	0.00
On-Road Diesel	8.96	194.94	33.36	0.38	4.64	3.77	0.87
Worker Trips	0.12	0.07	1.47	0.00	0.02	0.00	0.02
Maximum lbs/day	46.35	447.96	331.83	0.38	819.70	13.74	805.96
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	115.55	140.53	-	4.28	4.28	0.00
Bldg Const Worker Trips	0.09	0.05	1.12	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	115.61	141.65	0.00	4.30	4.28	0.02
Max lbs/day all phases	46.35	447.96	331.83	0.38	819.70	13.74	805.96
*** 2009***							

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	111.73	143.22	-	4.05	4.05	0.00
Bldg Const Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	11.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	111.78	144.26	0.00	4.07	4.05	0.02
Max lbs/day all phases	17.56	111.78	144.26	0.00	4.07	4.05	0.02

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

2 Surfacing Equipment 437 0.490 8.0
Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

:ONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
?hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	5.14	-	5.14
)ff-Road Diesel	24.60	166.96	195.61	-	6.54	6.54	0.00
)n-Road Diesel	0.81	14.41	3.00	0.03	0.41	0.34	0.07
Iorker Trips	0.31	0.37	7.31	0.00	0.03	0.01	0.02
Maximum lbs/day	25.72	181.74	205.92	0.03	12.12	6.89	5.23
?hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	91.04	-	91.04
)ff-Road Diesel	37.27	262.85	290.55	-	10.90	10.90	0.00
)n-Road Diesel	9.70	214.15	36.10	0.38	4.98	4.11	0.87
Iorker Trips	0.13	0.07	1.56	0.00	0.02	0.00	0.02
Maximum lbs/day	47.10	477.07	328.21	0.38	106.94	15.01	91.93
?hase 3 - Building Construction							
;ldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
;ldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
;rch Coatings Off-Gas	0.00	-	-	-	-	-	-
;rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
;sphalt Off-Gas	0.00	-	-	-	-	-	-
;sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
;sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
;sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	47.10	477.07	328.21	0.38	106.94	15.01	91.93
*** 2008***							
?hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	0.00	-	0.00
)ff-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
)n-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Iorker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
?hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	91.04	-	91.04
)ff-Road Diesel	37.27	252.95	297.00	-	9.97	9.97	0.00
)n-Road Diesel	8.96	194.94	33.36	0.38	4.64	3.77	0.87
Iorker Trips	0.12	0.07	1.45	0.00	0.02	0.00	0.02
Maximum lbs/day	46.35	447.96	331.81	0.38	105.67	13.74	91.93
?hase 3 - Building Construction							
;ldg Const Off-Road Diesel	17.47	115.55	140.53	-	4.28	4.28	0.00
;ldg Const Worker Trips	0.09	0.05	1.12	0.00	0.02	0.00	0.02
;rch Coatings Off-Gas	0.00	-	-	-	-	-	-
;rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
;sphalt Off-Gas	0.00	-	-	-	-	-	-
;sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
;sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
;sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	115.61	141.65	0.00	4.30	4.28	0.02
Max lbs/day all phases	46.35	447.96	331.81	0.38	105.67	13.74	91.93
*** 2009***							
?hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	0.00	-	0.00
)ff-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
)n-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Iorker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
?hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	0.00	-	0.00
)ff-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
)n-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	17.47	111.73	143.22	-	4.05	4.05	0.00
Bldg Const Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Arch Coatings Off-Gas	11.21	-	-	-	-	-	-
Arch Coatings Worker Trips	0.08	0.05	1.04	0.00	0.02	0.00	0.02
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	17.56	111.78	144.26	0.00	4.07	4.05	0.02
Max lbs/day all phases	17.56	111.78	144.26	0.00	4.07	4.05	0.02

Construction-Related Mitigation Measures

Phase 1: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
2	Surfacing Equipment	437	0.490	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.27	0.22	0	0.00
Hearth - No summer emissions					
Landscaping	0.18	0.02	1.26	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.56	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.76	0.29	1.49	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	1,228.30	157.12	1,629.10	1.25	192.40
General office building	1.39	1.14	12.34	0.01	1.44
TOTAL EMISSIONS (lbs/day)	1,229.69	158.26	1,641.44	1.26	193.84

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		0.30 trips/seats	78,000.00	23,088.00
General office building		3.32 trips/1000 sq. ft.	40.00	132.80
		Sum of Total Trips		23,220.80
		Total Vehicle Miles Traveled		127,937.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
City park				0.0	0.0	100.0
General office building				35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Site Grading Miles/Round Trip changed from 20 to 30
Phase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 3x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.

Changes made to the default values for Area

The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.

URBEMIS 2002 For Windows 8.7.0

'ile Name: F:\MSWord 2002 Projects\Coliseum\2006 ADDENDUM\Air Quality Calculations\Coliseum Renovat:
'roject Name: Coliseum Renovation - 2006 Addendum
'roject Location: South Coast Air Basin (Los Angeles area)
)n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

:onstruction Start Month and Year: June, 2007
:onstruction Duration: 30
'otal Land Use Area to be Developed: 19.5 acres
Iaximum Acreage Disturbed Per Day: 5 acres
:ingle Family Units: 0 Multi-Family Units: 0
:etail/Office/Institutional/Industrial Square Footage: 40000

:ONSTRUCTION EMISSION ESTIMATES UNMITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
'hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	0.23	-	0.23
)ff-Road Diesel	1.08	7.35	8.61	-	0.29	0.29	0.00
)n-Road Diesel	0.04	0.63	0.13	0.00	0.02	0.02	0.00
Iorker Trips	0.01	0.02	0.31	0.00	0.00	0.00	0.00
Total tons/year	1.13	8.00	9.05	0.00	0.54	0.31	0.23
'hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	26.57	-	26.57
)ff-Road Diesel	1.23	8.67	9.59	-	0.36	0.36	0.00
)n-Road Diesel	0.32	7.07	1.19	0.01	0.16	0.14	0.03
Iorker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Total tons/year	1.55	15.74	10.83	0.01	27.10	0.50	26.60
'hase 3 - Building Construction							
:ldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
:ldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
.rch Coatings Off-Gas	0.00	-	-	-	-	-	-
.rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
.sphalt Off-Gas	0.00	-	-	-	-	-	-
.sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
.sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
.sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total all phases tons/yr	2.68	23.74	19.88	0.01	27.64	0.81	26.83
*** 2008***							
'hase 1 - Demolition Emissions							
'ugitive Dust	-	-	-	-	0.00	-	0.00
:ff-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
:n-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
'orker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
'hase 2 - Site Grading Emissions							
'ugitive Dust	-	-	-	-	17.71	-	17.71
:ff-Road Diesel	0.82	5.56	6.53	-	0.22	0.22	0.00
:n-Road Diesel	0.20	4.29	0.73	0.01	0.10	0.08	0.02
'orker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Total tons/year	1.02	9.85	7.29	0.01	18.03	0.30	17.73
hase 3 - Building Construction							
ldg Const Off-Road Diesel	1.92	12.71	15.46	-	0.47	0.47	0.00
ldg Const Worker Trips	0.01	0.01	0.12	0.00	0.00	0.00	0.00
rch Coatings Off-Gas	0.00	-	-	-	-	-	-
rch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Off-Gas	0.00	-	-	-	-	-	-
sphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
sphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
sphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	1.93	12.72	15.58	0.00	0.47	0.47	0.00
Total all phases tons/yr	2.95	22.57	22.87	0.01	18.50	0.77	17.73

*** 2009***

Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.96	6.14	7.88	-	0.22	0.22	0.00
Bldg Const Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.74	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.00	0.07	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	1.71	6.14	8.01	0.00	0.22	0.22	0.00
Total all phases tons/yr	1.71	6.14	8.01	0.00	0.22	0.22	0.00

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0

2 Surfacing Equipment 437 0.490 8.0
Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

CONSTRUCTION EMISSION ESTIMATES MITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.23	-	0.23
Off-Road Diesel	1.08	7.35	8.61	-	0.29	0.29	0.00
On-Road Diesel	0.04	0.63	0.13	0.00	0.02	0.02	0.00
Worker Trips	0.01	0.02	0.31	0.00	0.00	0.00	0.00
Total tons/year	1.13	8.00	9.05	0.00	0.54	0.31	0.23
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	3.00	-	3.00
Off-Road Diesel	1.23	8.67	9.59	-	0.36	0.36	0.00
On-Road Diesel	0.32	7.07	1.19	0.01	0.17	0.14	0.03
Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Total tons/year	1.55	15.74	10.83	0.01	3.53	0.50	3.03
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total all phases tons/yr	2.68	23.74	19.88	0.01	4.07	0.81	3.26
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	2.00	-	2.00
Off-Road Diesel	0.82	5.56	6.53	-	0.22	0.22	0.00
On-Road Diesel	0.20	4.29	0.73	0.01	0.10	0.08	0.02
Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Total tons/year	1.02	9.85	7.29	0.01	2.32	0.30	2.02
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	1.92	12.71	15.46	-	0.47	0.47	0.00
Bldg Const Worker Trips	0.01	0.01	0.12	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	1.93	12.72	15.58	0.00	0.47	0.47	0.00
Total all phases tons/yr	2.95	22.57	22.87	0.01	2.79	0.77	2.02
*** 2009***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.96	6.14	7.88	-	0.22	0.22	0.00
Bldg Const Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.74	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.00	0.07	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	1.71	6.14	8.01	0.00	0.22	0.22	0.00
Total all phases tons/yr	1.71	6.14	8.01	0.00	0.22	0.22	0.00

Construction-Related Mitigation Measures

Phase 1: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Worker Trips: Use shuttle to retail establishments @lunch
Percent Reduction(ROG 1.0% NOx 1.3% CO 1.3% SO2 1.3% PM10 1.3%)

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '07
Phase 1 Duration: 4 months
Building Volume Total (cubic feet): 1358000
Building Volume Daily (cubic feet): 12250
On-Road Truck Travel (VMT): 681
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
1	Crushing/Processing Equip	154	0.780	8.0
2	Excavators	180	0.580	8.0
2	Graders	174	0.575	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0
1	Trenchers	82	0.695	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Oct '07
Phase 2 Duration: 5 months
On-Road Truck Travel (VMT): 8181
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
1	Crawler Tractors	143	0.575	8.0
1	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
1	Graders	174	0.575	8.0
2	Other Equipment	190	0.620	8.0
2	Rubber Tired Dozers	352	0.590	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
2	Surfacing Equipment	437	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0
2	Trenchers	82	0.695	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Mar '08
Phase 3 Duration: 21 months
Start Month/Year for SubPhase Building: Mar '08
SubPhase Building Duration: 15 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Bore/Drill Rigs	218	0.750	8.0
1	Cranes	190	0.430	8.0
2	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rough Terrain Forklifts	94	0.475	8.0
2	Surfacing Equipment	437	0.490	8.0

Start Month/Year for SubPhase Architectural Coatings: Jun '09
SubPhase Architectural Coatings Duration: 6 months
SubPhase Asphalt Turned OFF

AREA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.00	0.05	0.04	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00
Landscaping	0.02	0.00	0.11	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
Architectural Coatings	0.07	-	-	-	-
TOTALS (tpy, unmitigated)	0.09	0.05	0.15	0.00	0.00

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
City park	159.91	32.89	295.29	0.21	35.11
General office building	0.23	0.24	2.20	0.00	0.26
TOTAL EMISSIONS (tons/yr)	160.13	33.13	297.49	0.22	35.38

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
City park		0.30 trips/seats	78,000.00	23,088.00
General office building		3.32 trips/1000 sq. ft.	40.00	132.80
		Sum of Total Trips		23,220.80
		Total Vehicle Miles Traveled		127,937.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
City park				0.0	0.0	100.0
General office building				35.0	17.5	47.5

Changes made to the default values for Land Use Trip Percentages

The Primary Trip % for City park changed from 70 to 100
The Diverted Trip % for City park changed from 25 to 0
The Pass-By Trip % for City park changed from 5 to 0

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths
Site Grading Fugitive Dust Option changed from Level 1 to Level 2
Site Grading Miles/Round Trip changed from 20 to 30
Phase 1 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly
has been changed from off to on.
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 3x daily
has been changed from off to on.
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily
has been changed from off to on.
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
has been changed from off to on.
Phase 2 mitigation measure Worker Trips: Use shuttle to retail establishments @lunch
has been changed from off to on.

Changes made to the default values for Area

The landscape year changed from 2005 to 2010.

Changes made to the default values for Operations

The operational emission year changed from 2005 to 2010.

Appendix B Historical Resources Report

I. Introduction

In September 2003, Architectural Resources Group (ARG) completed a review of the proposed Los Angeles Memorial Coliseum project being developed as part of an effort to bring a NFL team to the Coliseum. This was done at the request of Chris Joseph and Associates. ARG's review was based on the requirements of the California Environmental Quality Act (CEQA) to identify the impacts of proposed projects on potential historic and cultural resources. The historic resources were evaluated using the *Secretary of the Interiors Standards for the Treatment of Historic Properties* and the criteria of the National Historic Landmarks, Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) programs were considered. This report, completed in September 2003 became a technical appendix to the Environmental Impact Report (EIR) for the Renovation Project

The Los Angeles Memorial Coliseum Commission (LAMCC) certified the EIR for the project in September of 2003. Since then, the project design has continued to evolve with additional modifications to the architectural plans for the stadium structure as well as the site.

This report reviews these modifications to the design and evaluates their potential impact to the historic characteristics of the coliseum.

II. Revisions to the Project

The proposed project to alter the Coliseum is only the latest in an ongoing series of alterations and expansions. Completed in 1923, the Coliseum had wood seats on three tiers of risers, the first being within the excavated bowl and the other two above grade on wood structural supports. Almost immediately after completion, an additional level of wood seats was added. In 1931 the Coliseum was greatly altered by adding another tier of seats with all the seating above the bowl now supported by concrete construction. There were now 25 rows of additional seating totaling 79 rows. The last four rows were cantilevered above the support structure and a series of concrete bracket pilasters and panels supported them, giving the Coliseum its unique form that is familiar today. Frequent alterations to the Coliseum have continued to the present day with major changes occurring for the 1932 and 1984 Olympics as well as numerous modifications before and after these events, most recently with the modifications following the 1994 Northridge earthquake.

As proposed, this project is one more alteration and expansion that will allow the Coliseum to continue to be economically viable and preserved for the future.

In addition, most of the proposed alterations preserve the historic character-defining features of the Coliseum intact. Wherever possible, new construction has been added to cover over historic features, such as the seating, rather than remove it. Much of the new

construction could also be removed at some time in the future, leaving these features again exposed and intact.

Since completion of the earlier report, effort has been made to not only meet the requirements of the NFL but to reduce the impacts of the design on the historic character defining features where possible. As noted in the earlier report, NHL nomination describes three areas of architectural significance that contribute to the importance of the Coliseum. These are the Peristyle, the exterior Coliseum form and walls, and the bowl configuration.

The following sections describe the changes to the design made since the EIR was certified and the impact of these changes on the historic character of the Coliseum.

III. Modifications to Historic Features

The Peristyle

The recent modifications to the design have had no negative impacts on the Peristyle or the adjacent plaza. A larger percentage of the historic seating directly in front of the plaza remains, although covered over. The EIR design proposed a canopy structure on the plaza that was on axis with the Peristyle. Because it blocked the central view down to and from the field it has been removed from the design.

Exterior Coliseum Form and Walls

Exit Stairs, Tunnels and Berms
The existing stairways to the exterior of the structure do not meet current exiting code requirements due to their steepness and lack of intermediate landings. Most will be retained but not used as exit stairs. The ground level tunnels also do not meet current design requirements to serve as exits. The tunnels will also be retained but not used as exits.

The berms were added to the Coliseum in the 1940s and ring the entire structure except for the Peristyle area. The berms were partially removed and rebuilt during the 1994-1995 seismic bracing construction.

After discussions with the Department of Building and Safety and the Los Angeles Fire Department, additional exiting needed to be provided at the sides of the Coliseum. A substantial amount of exit width will be required to be opened at the base of the structure to provide for this exiting. As a result, the berms in these two areas will be removed. The portals for the tunnels in these areas will remain in place.

The effect will be to retain portions of the berms, the exterior stairs and the tunnel portals. Table A. below describes the amounts to be retained under the most recently drawn conceptual documents. The quantities indicated are provided only as an order of magnitude, and are not a precise representation of the design of the final configuration.

Table A.

Area	EIR	Revised Design
Berm to Remain	100%	67%
Exterior Wall to Remain	100%	100%
Exterior Stairs to Remain	100%	74%
Portals to Remain	100%	93%

The result of all of these changes to the design is that less of the non-historic berm and the exterior stairs will remain in place. The entire exterior bowl walls and the rim form will be retained.

Perimeter Wall Openings
To create a climate-controlled environment along the sidelines, new infill glass walls may be installed just inside the large openings along the exterior walls at the sidelines. These glass walls will have thin metal frames and the intent is to have the windows recede into the form of the bowl. See Figure II-4 Conceptual Plan, North and South Elevations.

Seating Canopy
While not directly impacting the Coliseum form and walls, the new structural canopy above the rim of the Coliseum has been reduced in size and the structural members that support it have been reduced in size and their visual form reduced. See Figure III-12 Conceptual Plan – Roof Plan and Seating Bowl

New Exterior Stairs
As a result of meetings with the Department of Building and Safety and the Los Angeles Fire Department regarding exiting from the Coliseum, additional exit stairs may be necessary to comply with the required exiting. These are shown at four equidistant locations around the perimeter of the stadium. See the Revised Conceptual Plans. They are also shown on the Revised Conceptual Plans Perimeter Elevations. These are large open stairs rising from grade to above the rim of the Coliseum. As a result of the size and location of these new elements, they create an unavoidable impact on the exterior coliseum form and walls.

Bowl Configuration

The greatest impact of the revised design is to the bowl configuration. After completion of the EIR, more detailed measurements were made of the Coliseum and it was found that the

bowl was actually slightly narrower and steeper than originally estimated. To maintain sightlines and seating counts, more historic fabric needed to be removed to accomplish this. Portions of the existing lower bowl that were to be retained, but covered, have been removed along the sidelines. See Figure III-3 Proposed Conceptual Historic Fabric Retention Plan.

Studies were made to see if the entire seating bowl could be raised to avoid this condition, but the resulting removal of more historic fabric to the upper areas and rim of the Coliseum caused this to be abandoned. See Figure II-2 50 Yard Line Section.

The design team was able to find ways to retain more of the historic seating at the West End Zone seating area and to either side of the Peristyle. See Figure III-13 Conceptual Plan – West End Zone Section (NFL Configuration).

Table B. below indicates changes to the bowl area (as percentages) as shown in the EIR design and the Revised Design. See Figure III-3 Proposed Conceptual Historic Fabric Retention Plan and Figure III-4 Approved Conceptual Historic Fabric Retention Plan (Per Certified EIR) for a graphic comparison of the percentages given. The table is provided only as an order of magnitude, and is not a precise representation of the design of the final configuration.

Table B.

Area	EIR	Revised Design
Original Seating Bowl Remains	16%	22%
Original Seating Bowl Remains, Covered	29%	8%
Existing Fabric Removed and Rebuilt	7%	1%
Original Seating Bowl Removed	38%	59%
Historic Fabric Removed and Rebuilt, 1983	10%	10%

IV. Analysis of Project Impacts

Threshold of Significance – From Earlier EIR Report

Section 15065 of the CEQA *Guidelines* mandates a finding of significance if a project would eliminate important examples of major periods of California history or prehistory. In addition, pursuant to Section 15064.5 of the CEQA *Guidelines*, a project could have a significant effect on the environment if it "may cause a substantial adverse change in the significance of an historical resource." A "substantial adverse change" means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is impaired." Material impairment means altering "in an adverse manner those characteristics of an historical

resource that convey its historical significance and its eligibility for inclusion in the California Register of Historical Resources."

Impacts to historical resources not determined to be significant according to any of the significance criteria described above are not considered significant for the purposes of CEQA. Generally, under CEQA, a project that follows *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or *The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures (The Standards)* is considered to have mitigated impacts to an historical resource to a less-than-significant level (CEQA *Guidelines* 15064.5). Section 15126.4 (b)(2) of the CEQA *Guidelines* notes that in some circumstances, documentation of an historical resource may not mitigate the effects to a less-than-significant level.

"Rehabilitation" is defined in the *Standards* as "the process of returning a property to a state of utility, through the repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historic, architectural or cultural values."

Effect on Historic Designations– From Earlier EIR Report

Because the Coliseum has been designated as an NHL, is listed on National Register of Historic Places, and is a California Historic Landmark based on the events and people associated with the facility, physical alteration to the Coliseum would need to be so severe that the original intent and association with the events and people were completely eradicated, in order to create a significant impact. Total demolition or severe changes to the form of the Coliseum would be required to remove these historic designations. The alteration will update the Coliseum and make it economically viable while keeping its use as a sport facility.

Effect on Historic Fabric

As noted above, under CEQA, the level of compliance with the *Standards* is used to determine the level of environmental impact on historic resources. The following paragraphs first describe each of the ten standards and then describe the level of compliance of the proposed project using that standard.

STANDARD 1 "Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose."

The revised design has not changed the proposed use, thus this Standard will be met while bringing the facility up to current functional requirements for maintaining its continued historic use.

STANDARD 2 "The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible."

As noted above, the Coliseum has three primary character-defining features and many details that contribute to its significance. These include: the overall bowl shape that is perceived from inside the Coliseum; the exterior form of the Bowl with the concrete pilasters, panels and stepped seats at the rim; and the Peristyle which is the major architectural feature of the Coliseum.

The overall bowl form of the Coliseum as seen from the inside of the Coliseum will be retained and clearly evident. The revised design calls for removal of a larger percentage of the historic concrete seating leaving only 22 percent remaining exposed and another 8 percent covered over. See Figure III-3 Proposed Conceptual Historic Fabric Retention Plan. The bowl form will remain but with new material and in a slightly different configuration. This is a major impact to this character-defining feature.

The exterior form of the Coliseum with the walls, structural elements, stairways and entry tunnels, pilasters and cantilevered seating has also been impacted with the revised design but to a lesser extent. The majority of the stairways, tunnels and portals are expected to be retained but not used.

The Peristyle is architecturally the most significant element of the Coliseum and will be restored and enhanced.

With the revised design this Standard is met regarding the exterior form of the building and treatment of the Peristyle. Consistent with the EIR design, removal of the majority of the seating and changing the form does not meet the Standard.

STANDARD 3 "All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged."

This standard does not apply to the proposed project as no effort is being made to replicate an earlier appearance. All restoration work is being done using original historic drawings, photographs, and physical evidence found at the Coliseum.

None of the proposed changes will give a false sense of history or seem to create an earlier appearance. New construction is clearly not historic in appearance and has carefully been designed to blend with the historic character-defining features of the Coliseum.

STANDARD 4 "Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected."

Removing 33 percent of the berms reduces their contribution to the overall character of the exterior of the Coliseum but enough remain in place to convey the feeling and sense they impart to the facility. Further, the removed berms could be restored at some time in the future, following the termination of the planned use.

Generally the changes to the Coliseum that have gained importance over time are being respected and enhanced.

STANDARD 5 "Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity."

Restoration of the Peristyle, the seating at the rim of the bowl and the exterior wall elements all contribute to compliance with this standard.

Removal of much of the seating detracts from meeting this Standard, consistent with impact of the EIR design.

STANDARD 6 "Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplication of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures."

The proposed design will retain architectural features and wherever possible restore or maintain them. In some instances recreations of elements may be necessary due to deterioration or damage. This may include some elements of the rim seating and the exterior wall elements.

This Standard is being met as deteriorated features of the Coliseum will be repaired when possible and only replaced if repair is not possible. This includes restoration of the

Peristyle, the concrete elements of the exterior, the pilasters and the rim and concrete beams and columns.

STANDARD 7 "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."

Methods and the extent of cleaning have not been determined at this time. All cleaning and repairs will undertaken to meet this Standard.

STANDARD 8 "Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to any project."

No archaeological resources have been identified on the site therefore this Standard does not apply to the project.

STANDARD 9 "Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment."

The new roof canopies, new seating areas and structural supports, suites and other new elements that are part of the proposed project are clearly different, yet compatible with, the historic character-defining features.

The new glazed windows inside the sideline openings have been designed to reduce their impact and to differentiate them from the original structure.

The four new exterior stair towers will be designed and detailed in a manner to differentiate them from the historic Coliseum exterior materials and detailing.

STANDARD 10 "Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired."

The greatest change to the design and in meeting this Standard is in removing the historic seating from the bowl. Once removed these elements cannot be returned and the current design will cover up most of the locations where the historic seating existed.

If removed, the historic form of the bowl would continue to be seen from inside the Coliseum, the exterior form of the bowl would also be intact with the cantilevered rim seating in place. Finally, the Peristyle would remain in place in its restored setting.

While difficult to accomplish, the four new exterior stair towers will be designed in such a way that they could be removed at some time in the future with little impact on the historic exterior of the Coliseum.

V. Impact Summary

A determined effort has been made by the entire design team to respect the history and importance of the Coliseum and recognize the many changes that have occurred to the facility during the course of its 80-year history. The design has gone through a number of revisions since the EIR was certified in an effort to reduce the impact on the historic character of the Coliseum.

It has not been possible to retain all elements of the Coliseum in the process of bringing the stadium up to today's requirements for maintaining its historic use as a venue for sporting events, but the few that have been sacrificed have been done so reluctantly.

The proposed rehabilitation meets all of the Standards except for the removal of much of the historic seating. Just as was the case with the EIR design, this removal is a significant impact on the character of the facility and cannot be feasibly mitigated. Some of the seating, as well as the entire extent of 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, with the exception of the four new stair towers, and the Peristyle will be restored and 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.

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. An unavoidable adverse impact is created, similar to the level of impact that was created by the EIR design