GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **"Initial Submissions"**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.

- **"Secondary Submissions"**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.

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If you have any questions, please contact the Commission Office at (213) 978-1300.

SECONDARY SUBMISSIONS

Robert & Mary Jo Masters

January 2, 2019

Connie Chauv
City Planning Associate
200 N Spring St, Room 720/721
Los Angeles CA 90012
connie.chauv@lacity.org
213-978-0016

Project Site: 456 West 9th Street, San Pedro CA 90731
Case No: ADM-2018-5752-DB-SIP

Dear City Planning Commission,

Please let it be known that we are adamantly against this project as it is currently specified. The parking spaces being taken away from the general public are very important for the downtown businesses to survive.

In order to gain our support for this project, LINC-Core San Pedro Lofts LP would need to provide the same parking spaces that exist now, in addition to their dwelling units parking. Thereby adding several more parking levels to the project.

It's unconscionable that City Planning will allow this project to remove the current amount of parking without requiring the same parking to be included as part of the site.

Sincerely,

Mary Jo + Robert Masters
Owners - 445 W 7th St, San Pedro, CA 90731

1265 Naalae Road Kula, HI 96790 808-878-1020

James Williams <james.k.williams@lacity.org>

Fwd: Public Hearing - San Pedro construction

1 message

Connie Chauv <connie.chauv@lacity.org> Mon, Jan 7, 2019 at 3:12 PM
To: James Williams <james.k.williams@lacity.org>

Hello James,

We received the below comment letter for Item 6 on the January 10th CPC meeting.

--

CitySeal.png

Connie Chauv
Department of City Planning
Project Planning - West LA
T: (213) 978-0016
200 N. Spring St., Room 720/721
Los Angeles, CA. 90012

Please note that I am out of the office every other Friday.

---------- Forwarded message ---------
From: **Rebeccah Burgin** <rburgin@laalliance.org>
Date: Mon, Jan 7, 2019 at 2:23 PM
Subject: Public Hearing - San Pedro construction
To: <connie.chauv@lacity.org>
Cc: Brandy Woodard <bwoodard@laalliance.org>, Christopher Bates <cbates@laalliance.org>, Liliana Ruiz <liPulido@laalliance.org>

Re: Case no. ADM-2018-5752-DB-SIP

Hi Connie,

I wanted to follow up from our phone conversation today. Thank you for taking the time to answer my questions!

To recap, I'm representing Alliance Alice M. Baxter College-Ready High School, located at 461 W 9th St, San Pedro, CA 90731, across the street from the proposed project. The school enrolls 300+ students in 9-12th grade and employs 30+ staff members. We are a full high school offering college-prep curriculum, not a vocational school as the hearing notice shows on parcel 145.

Because of our space constraints on site, the school uses at least 30 municipal parking spaces every day for staff members as well as students, parents, vendors, and other stakeholders. This is our only concern about the proposal. Currently, the municipal lot has around 100 public spots, whereas the proposal only allocates 52 spots for public use. This creates a serious inconvenience for anyone who needs to visit Alliance Baxter, which is a growing school with increasing enrollment. We would ask that more spots be allocated for public use and/or that a certain number of spots be allocated *only* for Alliance Baxter use.

I look forward to attending the hearing on Thursday morning and will reiterate these concerns when given the opportunity.

As another note, the school never received the hearing notice sent to the school. It was only brought to our attention this week through a concerned neighbor.

Thank you for your time,
Rebeccah

REBECCAH TABER BURGIN | Area Business Manager
Alliance College-Ready Public Schools
p: (213) 943-4930 x 1108
www.laalliance.org | Operations Repository

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

Fwd: Case # ADM-2018-5752-DB-SIP

2 messages

Connie Chauv <connie.chauv@lacity.org> Mon, Jan 7, 2019 at 3:13 PM
To: James Williams <james.k.williams@lacity.org>

Hello James,

We received the below comment letter for Item 6 on the January 10th CPC meeting.

--

CitySeal.png

Connie Chauv
Department of City Planning
Project Planning - West LA
T: (213) 978-0016
200 N. Spring St., Room 720/721
Los Angeles, CA. 90012

Please note that I am out of the office every other Friday.

---------- Forwarded message ---------
From: **Carofano Ray** <ray@carofano.com>
Date: Mon, Jan 7, 2019 at 2:12 PM
Subject: Case # ADM-2018-5752-DB-SIP
To: Chauv Connie <connie.chauv@lacity.org>

Hi Connie,

Here is our response for your records and meetings on this project, LINC-Core San Pedro Lofts LP.

Thank you for your concern in this matter,
Ray & Nancy Carofano

Jan. 7, 2019

Connie Chauv

City Planning Associate

200 N. Spring St., Rm. 720/721

Los Angeles, CA 90012

Re: Project Site: 456 W. 9th St., San Pedro, CA 90731

Case No: ADM-2018-5752-DB-SIP

Attn: City Planning Commission,

As owners of the building and Gallery 478 at 478 West 7th St., we agree with the idea of affordable housing but are very concerned regarding any loss of public parking.

It appears that the proposed project would take away the number of available parking spaces that now exist. With the present growth of the downtown area we are going to need more parking spaces, not less.

We don't approve of this project the way it stands. Without providing at least the number of parking spaces that are now available, you would not be able to accommodate the already existing businesses, let alone the inevitable expansion of future businesses, commerce, the general public and the many people interested in visiting our downtown area.

Sincerely,

Ray & Nancy Carofano

Connie Chauv <connie.chauv@lacity.org> Mon, Jan 7, 2019 at 5:24 PM
To: James Williams <james.k.williams@lacity.org>

Hello James,

We received the below comment letter for Item 6 on the January 10th CPC meeting.

--

CitySeal.png
Connie Chauv
Department of City Planning
Project Planning - West LA
T: (213) 978-0016
200 N. Spring St., Room 720/721
Los Angeles, CA. 90012

Please note that I am out of the office every other Friday.

On Mon, Jan 7, 2019 at 3:23 PM Chelsee Meyer <cmeyer11@oreillyauto.com> wrote:

> Good Afternoon Ms. Chauv,
>
> Our Landlord, Mr. DiBernardo contact me earlier this afternoon regarding a public hearing on 1/8/2019 after 8:30 AM regarding plans to demolish a parking lot, and place 111 vehicular spaces, 72 long term bicycle parking spaces and 10 short term bicycle parking spaces in order to accommodate low income housing lofts. From the photo that I have attached it appears to me this will greatly impact the property that we currently lease from Mr. DiBernardo. Could you please send over more information regarding this project, and more details regarding the hearing as we would like to have a representative from our team attend?
>
> Thank you,
>
> Chelsee Meyer
>
> Sr. Lease Administrator

O’Reilly Auto Parts

Phone : 417-520-4548

Fax : 417-874-7112

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#3040 San Pedro.pdf
1860K

Item No. 7

Department of City Planning

City Hall, 200 N. Spring Street, Los Angeles, CA 90012

January 2, 2019

TO: City Planning Commission

FROM: Laura Frazin Steele, City Planner

TECHNICAL MODIFICATIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2016-2568-GPA-VZC; 12420 W. OSBORNE STREET

The following technical modifications/corrections need to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of January 10, 2019, related to Item No. 7 on the meeting agenda.

FINDINGS

C. CEQA FINDINGS

A Mitigated Negative Declaration, Case No. ENV-2016-2569-MND, was prepared for the proposed project. The Department of City Planning published the Mitigated Negative Declaration beginning November 29, 2018 for 20 days ending December 19, 2018 for the subject case. The Lead Agency found potential negative impacts could occur from the project's implementation due to:

Cultural Resources
Tribal Cultural Resources

Other identified potential impacts not specifically mitigated by these conditions are already subject to existing City ordinances (Sewer Ordinance, Grading Ordinance, Flood Plain Management, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

~~On the basis of the whole of the record before the Advisory Agency including any comments received, the Advisory Agency found that, with imposition of the mitigation measures and the Mitigation Monitoring Program included in Case No. ENV-2016-2569-MND and listed as Environmental Conditions in this report, there would be no substantial evidence that the proposed project will have a significant effect on the environment. As of the preparation date of this staff report, no comments on the MND have been received.~~

FOUND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-2569-MND, as circulated on November 29, 2018, ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FOUND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FOUND the mitigation measures have been made enforceable conditions on the project; and ADOPTED the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.

The records upon which this decision is based are with Valley Project Planning, Department of City Planning, 6262 Van Nuys Boulevard, Room 430, Los Angeles, CA 90012.

DAY OF HEARING SUBMISSIONS

#6

Alexander Hall, President
Maria Couch, Vice President
Jane Castillo, Secretary
Matt Garland, Treasurer
Khixaan Obioma-Sakhu, Communications Officer

Central SAN PEDRO NEIGHBORHOOD COUNCIL

A City of Los Angeles Certified Neighborhood Council, Certified 2002

January 8, 2019

FILE COPY

RECEIVED
CITY OF LOS ANGELES
JAN 10 2019
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

Emailed To: City of Los Angeles Mayor, Eric Garcetti

CD 15 Councilman, Joe Buscaino

Los Angeles City Planning Department

Hand Delivered: January 10, 2019 City Planning Commission Hearing

Re: Proposed Affordable Housing at 456-462 W. 9th Street

The Central San Pedro Neighborhood Council requests a 30-day continuance of the City's Planning Commission hearing of the matter. During our January 8, 2019 regular board and stakeholder meeting, several concerned citizens presented new information regarding a covenant that the City of Los Angeles and adjacent landowners had made in prior years. The details and how it pertains to this new 55-year lease were not clear; therefore, our board feels that additional time is necessary to investigate the existence and details of this covenant.

Several stakeholders also expressed their frustrations at not having received proper notification of the new development.

Central San Pedro has recently experienced an uptick in new development. Many of the developments are very large in comparison to our current neighborhood. Although we welcome with open arms new housing, especially affordable, we cannot turn our backs to our stakeholders. Many families have been here for generations and have made significant contributions and sacrifices for the well-being of the community. We need to make sure that we take this into consideration when moving forward with new development and our changing skyline.

Due to the time sensitive nature of this matter The CeSPNC would like a response to this letter from your office as soon as possible.

Sincerely,

Alexander Hall

Alexander Hall, President
On behalf of the Central San Pedro Neighborhood Council

#6

Alexander Hall, President
Maria Couch, Vice President
Jane Castillo, Secretary
Matt Garland, Treasurer
Khixaan Obioma-Sakhu, Communications Officer

Central SAN PEDRO NEIGHBORHOOD COUNCIL

A City of Los Angeles Certified Neighborhood Council, Certified 2002

January 8, 2019

FILE COPY

RECEIVED
CITY OF LOS ANGELES
JAN 10 2019
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

Sent Via Email To:

City of Los Angeles Mayor, Eric Garcetti

CD 15 Councilman, Joe Buscaino

Los Angeles City Planning Department

Re: **Proposed Affordable Housing at 456-462 W. 9th Street**

The Central San Pedro Neighborhood Council requests a 30-day continuance of the City's Planning Commission hearing of the matter. During our January 8, 2019 regular board and stakeholder meeting, several concerned citizens presented new information regarding a covenant that the City of Los Angeles and adjacent landowners had made in prior years. The details and how it pertains to this new 55-year lease were not clear; therefore, our board feels that additional time is necessary to investigate the existence and details of this covenant. Several stakeholders also expressed their frustrations at not having received notification of the new development.

During this same meeting LINC Housing presented their proposal for the construction of an affordable housing project and we hereby offer our support. LINC Housing, in partnership with National Core and Ace, was selected by the City's Housing Department to construct affordable housing on the City owned parking lot located at 456-462 W 9th Street. They have extensive experience having developed approximately 17,000 such units in LA County and managing 14,000 of them.

They are proposing to build 91 for rent workforce housing units with 5 studios, 27 1-bedroom, 36 2-bedroom, and 23 3-bedroom units, including 9 units for persons with very low-incomes. They range in size from 450 square feet for a studio to 1400 square feet for a 3 bedroom. The property would continue to be owned by the city of Los Angeles with a 55-year lease and guarantee of affordable & low-income housing for that time period. The ground floor would include 52 public parking places (in place of the approximately 102 existing spaces), 4900 square feet of commercial space to be used by the Harbor Community Clinic to provide medical and dental services, and a community center to be used for on-site resident services, classes, and a technology center. The second floor would contain 42-45 parking spaces for residents and 10,500 sq feet of open space with 2 play areas. There would also be roof deck area open to residents. They anticipate breaking ground in early 2020 and 2 years for construction.

They will provide a resident manager and one full time social service staff person to provide LINC Care, in-house support services, activities, and appropriate referrals. Those in need of more intensive case management will be referred to the Harbor Clinic Case Manager.

There is currently a shortage of housing across the socioeconomic board, our community is no exception. Developments such as these can benefit the community and our businesses in many ways. It is imperative that we work closely with the community to make sure that our daily lives and our neighborhoods are not negatively affected by new development.

Therefore, we support this project with the following comments and concerns:

- That first and foremost a 30-day continuance is granted to allow the investigation of any agreements/covenants made with the adjacent landowners and how they are affected by this new lease.
- This is a significant reduction in public parking and may impact the surrounding businesses and residents.
- 42-45 parking spaces seems to be too few for residents.
- We suggest that in order to discourage residents from using the public parking in lieu of the residential parking, that the public parking should be limited to 2 to 4 hours.

Due to the time sensitive nature of this matter The CeSPNC would like a response to this letter from your office as soon as possible.

Sincerely,

Alexander Hall

Alexander Hall, President
On behalf of the Central San Pedro Neighborhood Council

#6

ALLIANCE
College Ready Public Schools
Where Exceptional is the Rule

January 10, 2019

FILE COPY

RECEIVED
CITY OF LOS ANGELES
JAN 10 2019
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

Samantha Millman, President
City Planning Commission
City of Los Angeles
200 N. Spring Street, City Hall
Los Angeles, CA 90017

Re: Agenda Item # 6 – 456 West 9th Street, San Pedro

Dear President Millman and Honorable Commission Members:

The proposed 6-story mixed-use affordable housing development would replace a 100+ space municipal parking lot (LADOT Facility No. 641) that is used by businesses in the area, including visitors to the Alliance Alice M. Baxter College-Ready High School across 9th Street.

The Staff Recommendation Report for the project states on page A-6 that it "involves the demolition of the existing surface parking lot for the construction of the 6-story mixed-use building. However, the project proposes to maintain the same number of parking spaces to be available to the public." The Report goes on to state that although zero (0) parking spaces are required for the project's residential uses, due to its proximity to transit, it will provide 10 commercial parking spaces, 49 residential parking spaces, and 52 parking spaces to be used by the general public. Given that the parking lot currently contains more than 100 public parking spaces, if only 52 parking spaces will be available for use by the general public, then not all of the existing parking spaces will be replaced.

Our school site was previously developed and used as a church before it was converted to a high school in 2014, pursuant to a Coastal Development Permit. When our site was developed as a church, it was granted a waiver of 60 parking spaces by the City Planning Commission in Case No. CPC 8667 (pages 1-2 of the report attached, full copy available upon request). A waiver for 14 spaces was granted based on the school property's participation in the assessment district for the municipal parking lot, under the provisions of LAMC Section 12.21.A.4(o). The other waiver for 46 spaces was based on the then owner of the school property making a donation to the City of some lots that it owned which were adjacent to the municipal parking lot, in lieu of a monetary payment. The Planning Commission overrode the recommendations of its staff and determined that this property donation justified the waiver of the additional 46 spaces, without the need of any payments. The City acknowledged that the waiver still applied to the conversion to a high school because it has the same parking requirement as a church.

Our site has relied on these parking waivers for many years and utilized the public parking in the municipal lot. If the available spaces open to the public will be cut in half by the new mixed-use project, then not all of the public parking is being replaced. Our understanding is that in other cases of development over municipal parking lots, all of the public parking has been replaced. We would urge the City to do the same in this case.

Thank you for your consideration. Please contact us if you have any questions regarding these matters.

Thank you,

Chris Bates
VP of Facilities
cbates@laalliance.org
213-943-4930 x 1020

Rebeccah Burgin
Area Business Manager
rburgin@laalliance.org
213-943-4930 x 1108

RECOMMENDATION

ACTION RECOMMENDED BY THE STAFF: That the Commission

Adopt the staff report.

Disapprove the request as filed by the Applicant.

Approve the waiver of 60 parking spaces being provided by covenant on Parcel No. 1 required for the building on Parcel No. 2 (described as Lots 1 through 8, inclusive of Amar's Subdivision, Block 10, Town of San Pedro) as shown on Exhibit "A" subject to the following provisions and conditions:

1. Fourteen (14) spaces of the 60 to be waived for the owner's present participation in the assessment of Vehicle Parking District No. 110.

2. Twenty-five (25) spaces of the 60 to be waived in consideration of the donation in fee to the City of Los Angeles of Lot 7 and the westerly 9.5 feet of Lot 8 of Leo's Subdivision of Lots 1 and 4 of Block 9 of the City of San Pedro, California.

3. Remaining twenty-one (21) spaces of the 60 to be waived either:

   a. By an 'in lieu' cash payment into the Parking Meter Fund; said payment to be based on current land acquisition and improvement costs to provide said (21) spaces, as determined by the Off-Street Parking Commission; or

   b. By covenant provide the additional twenty-one (21) spaces on other property within seven hundred and fifty (750) feet of said Parcel No. 2 as required in Section 12.21-A,4(g) of the Municipal Code.

4. This action to approve Item Nos. 1, 2, and 3 above to supersede the Planning Department's action of June 11, 1970 concerning the subject case.

Transmit a copy of the staff report and the Commission's action on this matter to the Applicant, the Department of Building and Safety and the Board of Parking Commissioners.

Approved:

Calvin S. Hamilton
CALVIN S. HAMILTON
Director of Planning

ACTION OF THE CITY PLANNING COMMISSION

Adopted the staff report in part. Condition No. 3 recommended by the staff was not imposed by the Commission. Condition No. 2 was revised to waive 46 spaces in lieu of the 25 recommended by the staff.

Approved the requested waiver of a total of 60 parking spaces being provided by covenant on Parcel No. 1 required for the building on Parcel No. 2 (described as Lots 1 through 8, inclusive of Amar's Subdivision, Block 10, Town of San Pedro) as shown on Exhibit "A" subject to the following conditions:

1. Fourteen (14) spaces to be waived for the owner's present participation in the assessment of Vehicle Parking District No. 110.

2. Forty-six (46) spaces to be waived in consideration of the donation in fee to the City of Los Angeles of Lot 7 and the westerly 9.5 feet of Lot 8 of Leo's Subdivision of Lots 1 and 4 of Block 9 of the City of San Pedro, California.

The Commission directed that this action supersede the action of the Acting Director of Planning dated June 11, 1970 concerning the subject case.

VOTE	AYES	NOES	ABSENT
Armstrong		X	
Crowley	X		
Moir	X		
Pollon	X		

Raymond F. Norman
Raymond F. Norman, Secretary
City Planning Commission

Item No. 8

Department of City Planning

City Hall, 200 N. Spring Street, Room 340, Los Angeles, CA 90012

January 7, 2019

TO: City Planning Commission

FROM: Adam Villani, City Planner

ADDITIONAL SUPPORTING DOCUMENTS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2018-5152-SN-SP; 3939 South Figueroa Street; 3912 South Grand Avenue; and 1320 West 12th Place

The following additional supporting documents are being submitted for your consideration at the City Planning Commission meeting of January 10, 2019, related to Item No. 8 on the meeting agenda.

The original Los Angeles Memorial Sports Arena Redevelopment Project draft EIR, final EIR, errata, and the first through third addenda have been provided for your review.

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

September 2015

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

I. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059), which was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project). After the Certified EIR was certified by the Coliseum Commission, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of those uses approved under the Certified EIR. USC has now agreed with the Los Angeles Football Club (LAFC), which has acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop the LAFC Stadium on the Project Site (Modified Project). The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet), including the following uses and floor areas: up to approximately 30,250 square feet of office and conference facility space, including no more than 21,250 square feet of office space; an approximately 36,000-square-foot "World Football" museum; up to approximately 27,750 square feet of team store or other retail space; and up to approximately 11,900 square feet of restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Addendum is to analyze the Modified Project's proposed modifications to the Original

Stadium Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe under the Modified Project.

This Addendum demonstrates that all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

Section 15162 of the CEQA Guidelines requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, on page 31), the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, there are no substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR would have been undertaken, and no new information of substantial importance which was not known and could not have been known when the Certified EIR was certified has been identified. Therefore the minor changes resulting from the Modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to CEQA Guidelines Section 15162.

III. Project Description

A. Project Location and Existing Conditions

As shown in Figure 1 on page 5, the approximately 15-acre Project Site is located in the City of Los Angeles approximately 2 miles southwest of downtown, within Exposition Park. The Project Site includes the site of the existing Los Angeles Memorial Sports Arena (Sports Arena), located at 3939 South Figueroa Street, as well as immediately surrounding surface parking and landscape areas. The specific boundary of the irregularly shaped Project Site is shown in Figure 2 on page 6. As shown therein, the Project Site is bounded by Exposition Park Drive (Christmas Tree Lane) to the north, Figueroa Street to the east, Exposition Park Parking Lot 6 to the south, and South Coliseum Drive (Hoover Street) to the west. Regional access to the Project Site is provided by the Harbor Freeway (Interstate 110), located approximately 0.1 mile east of the Project Site. Major arterials serving the Project Site include Vernon Avenue, Martin Luther King, Jr. Boulevard, and Exposition Boulevard in the east-west direction; and Vermont Avenue, Figueroa Street, Hoover Street, and Flower Street in the north-south direction.

At approximately 160 acres, Exposition Park is the largest park in the Central Los Angeles area. It is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. Owned by the State of California and leased by various entities, Exposition Park houses the Coliseum; the Los Angeles Sports Arena (located on the Project Site); the California Science Center; the Dr. Theodore T. Alexander Jr. Science Center School; the California African American Museum; the Los Angeles County Natural History Museum; the Exposition Park Rose Garden; the Wallis Annenberg Building; and the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school. The Project Site is generally situated in the southeastern portion of Exposition Park. All of Exposition Park, including the Project Site, is located within the City's South Los Angeles Community Plan Area, the eastern boundary of which is Figueroa Street. The Project Site is also within the boundaries of the Coliseum District Specific Plan (Specific Plan). All land uses east of Figueroa Street are located in the Southeast Los Angeles Community Plan Area.

Land uses immediately adjacent to the Project Site include Christmas Tree Lane and adjacent landscaped areas to the north; the Coliseum and adjacent surface parking lots across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses and surface parking lots fronting the east side of Figueroa Street to the east. Residential uses are also located in the vicinity of the Project Site, including multi-family residential uses fronting Flower Drive to the east, and multi-family

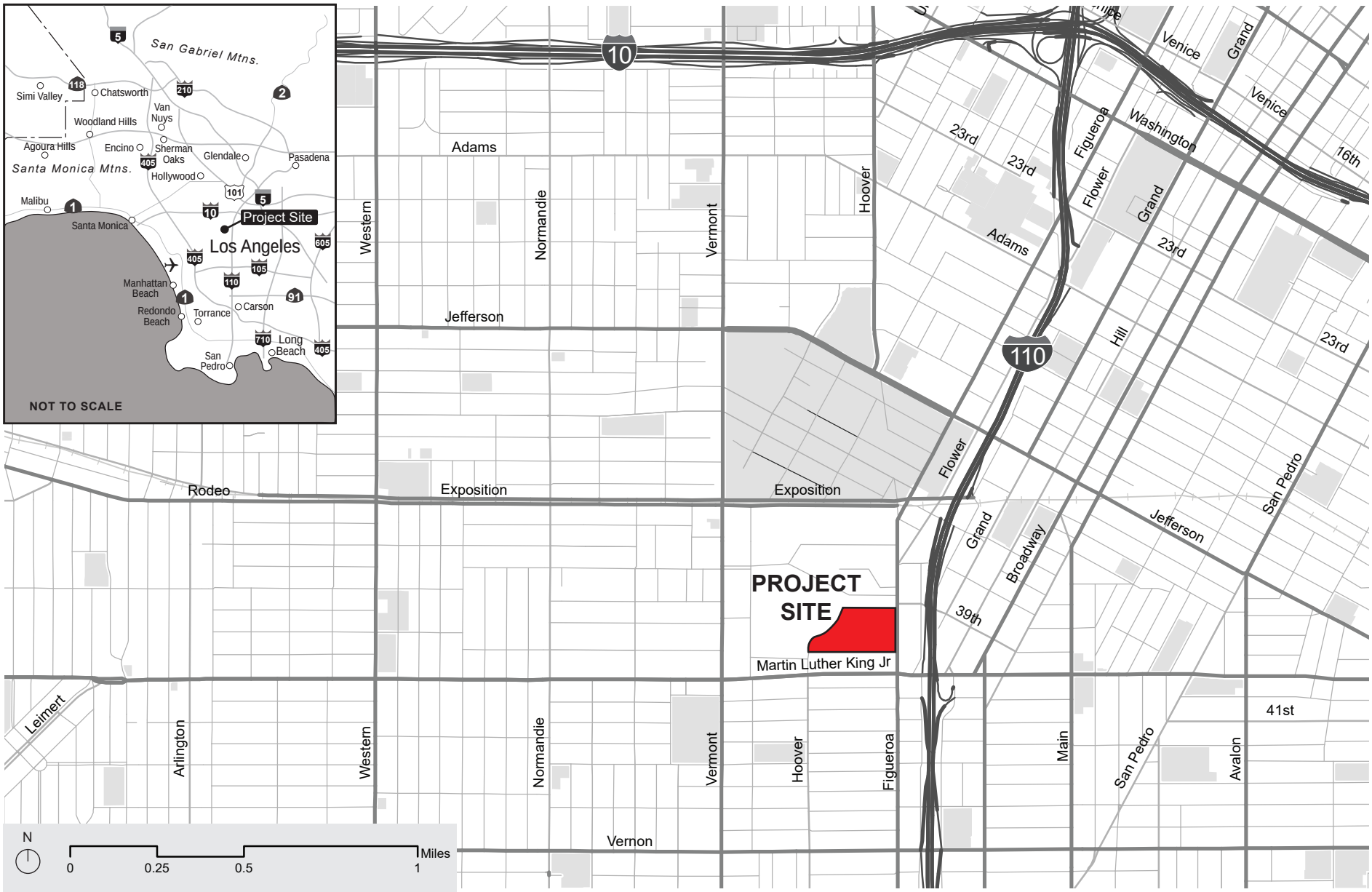

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Figure 1
Regional and Vicinity Map

Source: Google Earth, 2015; Eyestone Environmental, 2015.

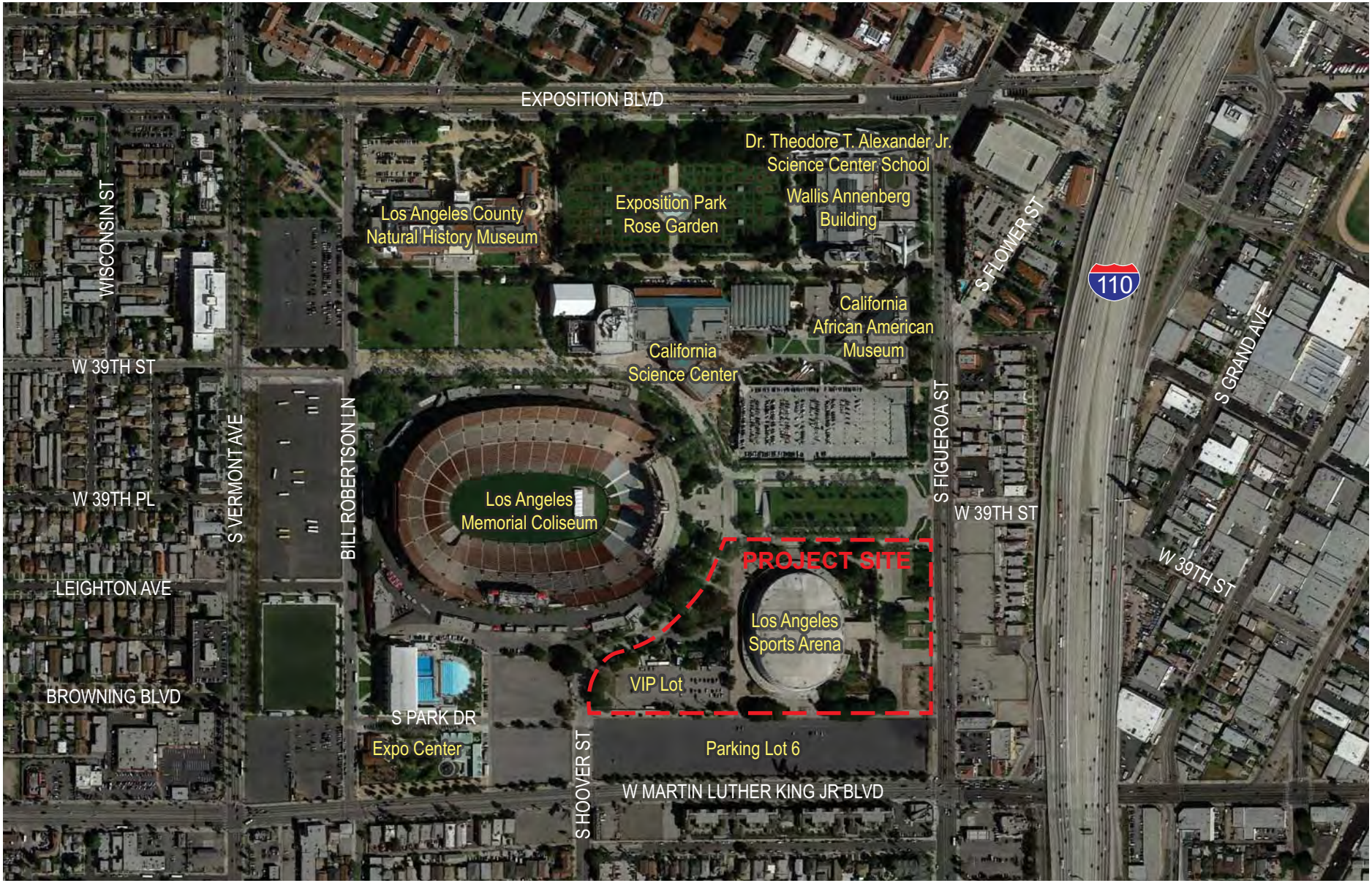

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Figure 2
Aerial Photograph

Source: Google Earth, 2015; Eyestone Environmental, 2015.

residential uses on the south side of Martin Luther King, Jr. Boulevard to the south. In addition, the USC main campus is located north of Exposition Boulevard.

The predominant land use on the Project Site is the 16,740-seat Sports Arena. Since it commenced operations in 1959, the Sports Arena has hosted indoor sporting events as well as other major events including political conventions, concerts, trade shows, and rallies. The Sports Arena hosts weekday and weekend events, with attendance levels ranging from approximately 500 to approximately 55,000 attendees. The Sports Arena is an oval-shaped structure oriented along a north-south axis. It was constructed within a large excavated depression that extends approximately 25 feet below grade level; as such, the seven-story arena extends only approximately 45 feet above grade level. In addition to the Sports Arena, a surface parking lot for VIPs occupies the western portion of the Project Site. The VIP parking lot contains approximately 238 vehicle parking spaces and is accessed from South Coliseum Drive via Martin Luther King, Jr. Boulevard. The Project Site is generally flat, with the exception of the sunken court and seating within the Sports Arena structure, and a sunken landscaped courtyard extending off of the east side of the Sports Arena structure. The Project Site also includes several at-grade plazas and ornamental landscaping.

USC currently leases the Sports Arena, as well as the adjacent Coliseum, from the Coliseum Commission. USC's lease, including extension options, provides USC with the right to possess and use the Sports Arena site through 2054. The USC lease also contemplates the redevelopment of the Sports Arena site with a soccer stadium and associated ancillary facilities, provided that the seating capacity in any stadium does not exceed 24,950 seats. In addition, USC has entered into a Lease Option Agreement with the California Science Center (Sixth District Agricultural Association) that would provide USC with an option to enter into a new lease for the Sports Arena site that could be extended through 2111. USC and LAFC have proposed entering into a sublease for the Sports Arena site that would give LAFC the right to develop the Modified Project and possess and use the Sports Arena site consistent with the rights in these existing USC lease agreements.

As further discussed below, a distinct project site has been identified for the Modified Project's signage program (Signage Project Site), which encompasses an area within the Specific Plan that is slightly larger than the Project Site. Specifically, the Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street, and Parking Lot 6 to the south of the Project Site, which is controlled by the State of California (California Science Center). The only proposed development involved within areas of the Signage Project Site that are outside the Project Site involves signage.

B. Projects Analyzed under the Certified EIR

As previously discussed, the Certified EIR analyzed the demolition of the existing Sports Arena and the redevelopment of the Project Site with two potential options: (1) the Multi-Use Project, which would include a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses, referred to as Option 1 in the Certified EIR; or (2) the Original Stadium Project, which would include an MLS Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities, referred to as Option 2 in the Certified EIR. Both of these development options were analyzed with an equal level of detail in the Certified EIR, and the Coliseum Commission has kept both options available for future consideration.

The Certified EIR assumed that under the Multi-Use Project (Option 1), all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed, and the Project Site would be redeveloped with a multiple-use space anchored by an open-air amphitheater. The multiple-use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic events such as parades, rallies, public gatherings, festivals, and neighborhood carnivals, similar to the types of outdoor events currently held at the Sports Arena. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena and would be surrounding by grass-covered seating levels (no fixed seating was proposed). To provide for flexible programming, it was assumed that the multiple-use space could support stand-alone events confined to the Project Site or, alternatively, serve as an extension space and/or overflow parking space for joint events held within Exposition Park, including the Coliseum. A variety of different types of events could be held at the multiple-use space, from outdoor concerts and cultural gatherings with anticipated attendance levels ranging from 500 to 4,000 attendees, to annual events such as charity walks, music festivals, and citywide celebrations with anticipated attendance levels ranging from 1,000 to 90,000 attendees. The Certified EIR assumed that under any possible joint use of the Coliseum and the multiple-use space, the total planned attendance would not exceed the current capacity of the Coliseum (i.e., 93,000 attendees).

The Certified EIR assumed that under the Original Stadium Project (Option 2), the existing Sports Arena would be removed and the Project Site would be redeveloped with an MLS Stadium with a permanent seating capacity of approximately 22,000 seats. The analysis in the Certified EIR assumed that the state-of-the art venue would host 15 MLS games in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena, such as USC soccer games, open-air entertainment events such as

concerts and civic gatherings, and exhibition soccer games, and would serve as a practice facility for local soccer teams. The stadium would also include associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities. The VIP parking lot to the west of the proposed stadium was assumed to remain as surface parking. Similar to Option 1, the Certified EIR assumed that total attendance during simultaneous events at the Coliseum and the MLS Stadium would not exceed 93,000 attendees (refer to Mitigation Measure MM J-1 in the Certified EIR).

The Original Stadium Project was assumed to be an outdoor facility oriented on a north-south axis featuring dome-style architecture topped by a curved roof on its east and west sides. The stadium would be constructed within the existing depression currently occupied by the Sports Arena so that the field and much of the seating would be located below grade-level elevation. As a result, the stadium analyzed in the Certified EIR would occupy the same general field of view as the current Sports Arena building. The existing depression would be graded and reconfigured to accommodate the footprint of the stadium, requiring the import of approximately 125,000 cubic yards (cy) of soil.

The lighting for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Low-level security lighting would also be installed throughout the remainder of the Project Site to mark walkways, parking areas, restroom facilities, and entrances. The proposed soccer stadium would also include landscaped plazas and roadways and perimeter landscaping.

The Certified EIR assumed that the Original Stadium Project would include advertising signage and naming rights consistent with similar sporting venues in the Los Angeles area. The Certified EIR explained that while a detailed signage program had not been developed for the Original Stadium Project, the signage program would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), the design guidelines of the South Los Angeles Community Plan, and the overriding rules and regulations set forth for signage in the Coliseum District Specific Plan.

The construction analysis in the Certified EIR for the Original Stadium Project is based on an approximately 20-month construction schedule that involves the following phases: (1) demolition of the existing Sports Arena, resulting in 5.4 million cubic feet of demolition debris; (2) import of approximately 125,000 cy of soil; (3) grading and reconfiguration of the Project Site to accommodate the stadium footprint; (4) pouring of concrete to create the stadium foundation; (5) construction of the stadium and related support facilities; and (6) installation of grass and landscaping. Construction of the

Approved Multi-Use Project was assumed to entail a similar order of phasing, but with a shorter construction phase and an import of approximately 250,000 cubic yards of soil.

The Coliseum Commission certified the Certified EIR in February 2011. However, the Coliseum Commission did not select between the Original Stadium Project and the Multi-Use Project at that time. Both options remain open.

C. Modified Project

LAFC and USC have proposed entering into a lease agreement for the Sports Arena site that would enable LAFC to develop the Modified Project and possess and use the Sports Arena site consistent with USC's existing agreements with the Coliseum Commission and the California Science Center (Sixth District Agricultural Association). Those existing agreements recognize that the Sports Arena site may be redeveloped with the Original Stadium Project, analyzed as Option 2 in the Certified EIR. As described in detail below, in addition to the Original Stadium Project's approximately 22,000-seat soccer stadium and associated uses, LAFC is proposing certain modifications to the Original Stadium Project that include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (up to approximately 119,000 gross square feet) that would be open during stadium events as well as on non-event days, refinements to the design of the stadium, the redevelopment of the VIP parking lot west of the stadium as a new parking area, and adjustments to construction phasing.[1] These modifications are hereafter referred to as the Modified Project.

A table summarizing the primary differences between the Original Project and the Modified Project is provided in Table 1 on page 11. A Conceptual Site Plan for the Modified Project is provided in Figure 3 page 13.

(1) Ancillary Uses and Northwest Plaza

Under the Modified Project, additional amenities supporting the primary stadium use and further activating the Project Site on non-event days (Ancillary Uses) would be incorporated into the project design to provide for a cohesive development that is comparable to other recently-constructed MLS venues. Specifically, the Ancillary Uses

[1] *The total amount of development would not exceed approximately 641,000 gross square feet.*

Table 1
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
Demolition	Demolition of the Sports Arena	No Change
MLS Stadium	22,000 seating capacity; Would host MLS games, USC soccer games, open-air entertainment events (e.g., concerts and civic gatherings), and exhibition soccer games. Would include amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities.	No Change
Ancillary Uses		
Conference Facility and Office Space	0	≈ 30,250 sf (max. 21,250 sf office)
Museum	0	≈ 36,000 sf
Team Store and Other Retail	0	≈ 27,750 sf
Restaurant	0	≈ 11,900 sf (max. 4,250 sf high-turnover sit-down) (max. 2,550 sf fast food)
Total Ancillary Uses		≈ 105,900 sf (max)
Open Space and Pedestrian Plazas	Perimeter landscaping and pedestrian plaza areas. Open space square footage not specified.	≈ 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas, potentially including water features, public art, and seating areas. Pedestrian plazas would include a main plaza at the northwest corner of Project Site and a large pedestrian gathering area along Figueroa Street.
Signage and Lighting	Signage consistent with the LAMC, South Los Angeles Community Plan, and Specific Plan. High-intensity field lighting (focused downward) and low-level security lighting throughout.	New Supplemental Use District (SUD) for signage to permit proposed signage program including up to ≈ 44,500 sf of signage for Modified Project including 19,200 sf digital signage, identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Table 1 (Continued)
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
		Lighting would include illuminated signage in addition to field and security/wayfinding lighting.
Existing VIP Parking Lot	Retained and used for surface parking	Reconfigured and used for surface parking

sf = square feet

Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."

Source: Eyestone Environmental, 2015.

would include a total of up to approximately 105,900 square feet of new floor area[2] (up to approximately 119,000 gross square feet) and would include the following:

- up to approximately 30,250 square feet (sf) of office and conference facility space, including no more than 21,250 sf of office space (with morning conference facility functions on non-event days limited to 261 attendees and evening conference facility functions on non-event days limited to 430 attendees if the maximum amount of office space is developed);
- an approximately 36,000-sf museum;
- up to approximately 27,750 sf of team store or other retail space (of which no more than 2,700 sf could be located along the Figueroa Street frontage of the Project Site); and up to approximately 11,900 sf of restaurant uses, including no more than 4,250 sf of high-turnover sit-down restaurants and 2,550 sf of fast food restaurants (with no more than 1,275 sf of the fast food space located along the Figueroa Street frontage of the Project Site).

[2] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

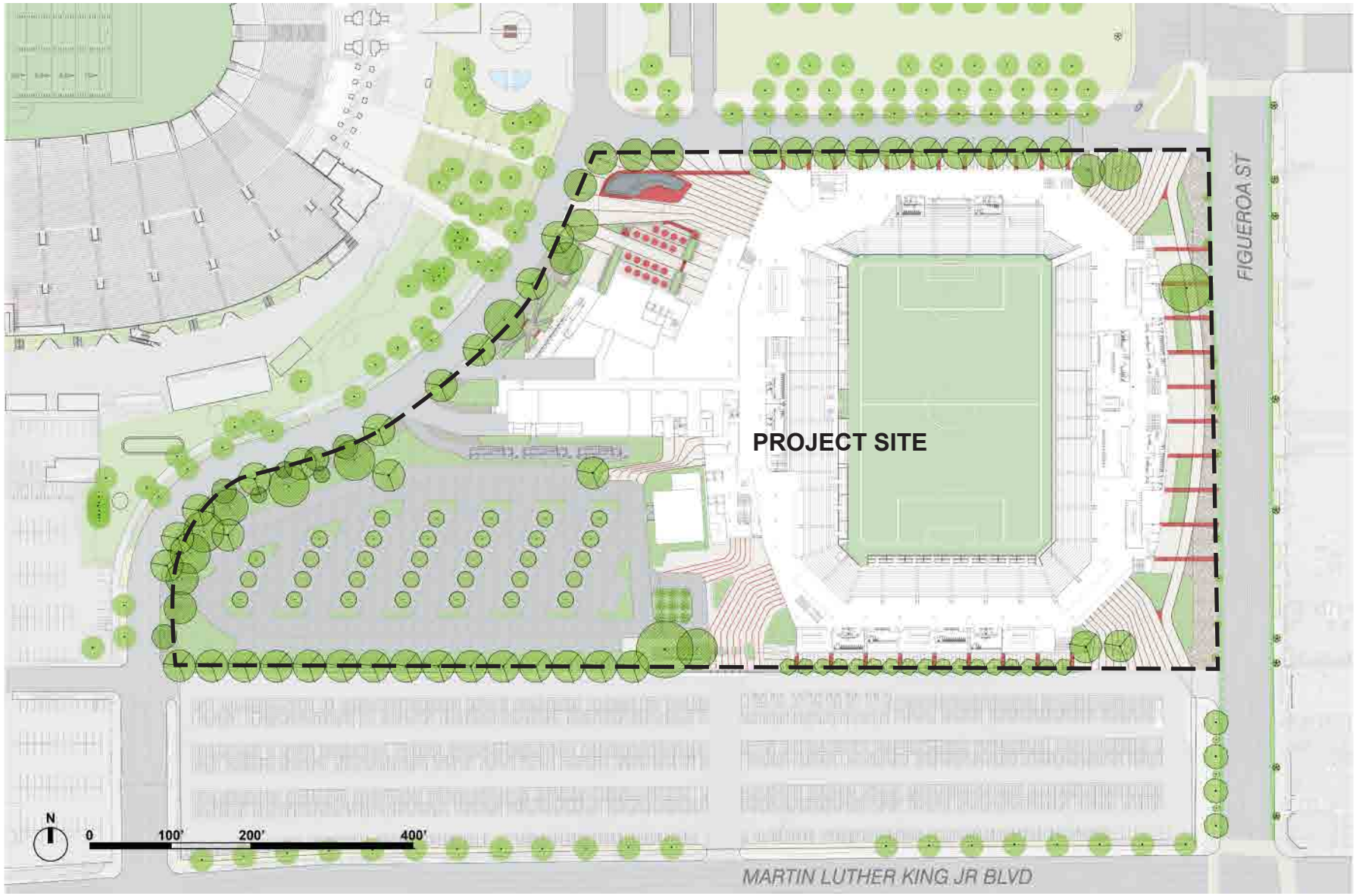

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Figure 3
Conceptual Site Plan

Source: Gensler, 2015.

The primary function of the proposed conference facilities would be to provide programming for event day patrons (e.g., VIP gatherings and other programming during events at the stadium or the adjacent Coliseum). On non-event days, the conference facilities would serve as meeting spaces for conferences for outside organizations (such as USC, chambers of commerce, trade groups, and other types of businesses and organizations), with attendance limited based on the amount of office space that is developed, as described above. Additional conference facility attendees beyond the limits described above could be allowed by reducing the maximum office floor area from the proposed maximum of 21,250 sf. Specifically, for every reduction of 850 sf in office space floor area, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

In addition to supporting stadium events (i.e., games and concerts), the Ancillary Uses would be open to the public on non-event days to serve as a catalyst for the revitalization of Exposition Park and to complement and enhance the existing venues and destinations within the park. For periods before, during, and after games/events at the proposed stadium, the Ancillary Uses would be open only to ticket-holding game/event patrons. Further, for events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses would be open only to ticket-holding patrons of those events for periods before, during, and after the events. Refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum.

Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium, although up to 3,975 sf of retail and restaurant uses could be located along the stadium's Figueroa Street frontage, as noted above. The Ancillary Uses would reach a maximum height of 75 feet above grade. The Northwest Plaza would provide a gathering space for pre-game events and other game-day activities and would serve as an active public space on non-event days (e.g., for small concerts, red carpet events, and community events such as food festivals or art fairs). Ground floor restaurants would open up to the plaza to provide outdoor dining and seating areas. The Northwest Plaza would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas. Sound, lighting, and video components would also be incorporated into the design of the plaza. The Northwest Plaza would link to a system of enhanced pedestrian improvements and open space areas that would encircle the stadium. Specifically, the Modified Project would include approximately 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas. The Ancillary Uses and the

Northwest Plaza would have the potential to operate from mid-morning (i.e., 10:00 A.M.) until 2:00 A.M., seven days a week, with some ancillary uses (e.g., the museum and retail uses) closing sooner. The conference facilities and office space would have the potential to operate earlier in the morning, as described above, and also would have the potential to operate seven days a week until 2:00 A.M.

(2) Stadium Design

As is the case under the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events (such as soccer games), open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. However, with the evolution of the project design, refinements and modifications have been made to the physical characteristics of the stadium. The following discussion provides a detailed description of the proposed stadium design under the Modified Project. Conceptual renderings of the proposed stadium are provided in Figure 4 through Figure 6 on pages 16 through 18. Stadium elevations are provided in Figure 7 and Figure 8 on pages 19 and 20.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium.

Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena. The roof canopy would consist of a steel frame with a lightweight, ethylene tetrafluoroethylene (ETFE) canopy skin that would provide shade for most of the stadium's seating areas while also being translucent. The canopy skin would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet.

Based on the conceptual site plan, the stadium structure would be approximately 470 feet from the Coliseum peristyle when measured on the diagonal from the northwestern corner of the stadium. The westernmost façade of the Ancillary Uses building

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Figure 4
Conceptual Stadium Rendering—Figueroa Street Entry

Source: Gensler, 2015.

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Figure 5
Conceptual Stadium Rendering—Northwest Plaza

Source: Gensler, 2015.

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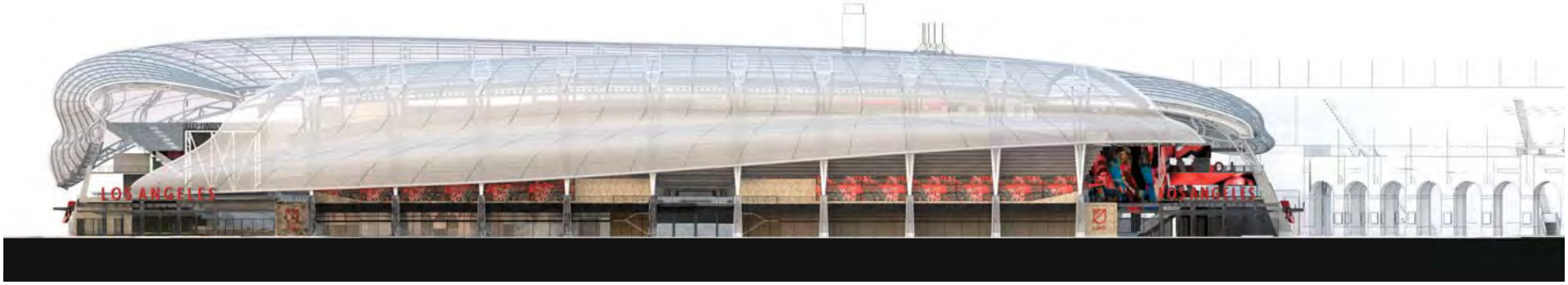
Figure 6
Conceptual Stadium Rendering—Aerial View

Source: Gensler, 2015.



EAST ELEVATION

WEST ELEVATION

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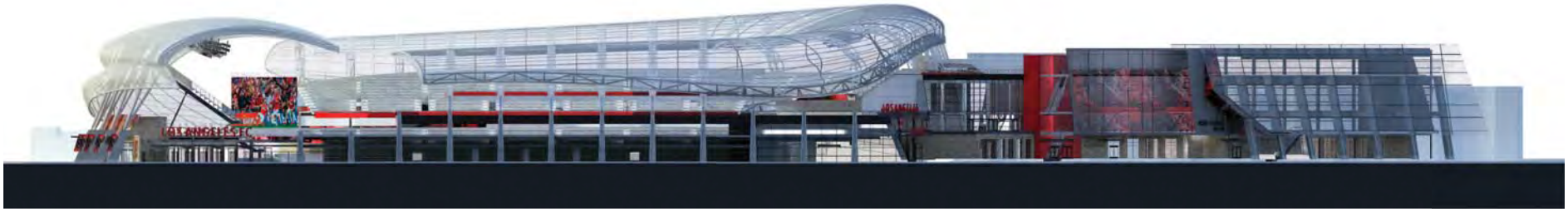
Figure 7
Proposed Stadium Elevations—East and West

Source: Gensler, 2015.



NORTH ELEVATION

SOUTH ELEVATION

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Figure 8
Proposed Stadium Elevations—North and South

Source: Gensler, 2015.

would be setback approximately 60 feet from South Coliseum Drive and approximately 270 feet from the Coliseum wall. The eastern façade of the stadium would be setback approximately 58 feet from Figueroa Street. The northern façade of the stadium structure would be setback 27 feet from the southern curb of South Coliseum Drive. Through the final design process, the stadium footprint could be moved or extended up to 40 feet to the west from the location depicted on the conceptual site plan shown in Figure 3 on page 13. Under this scenario, no building heights would increase, and the Ancillary Uses building would remain in the same location, though would be reconfigured in the area where it connects to the stadium. If adjusted in this manner, the stadium structure would be approximately 430 feet from the Coliseum peristyle. Under any buildout scenario, the Modified Project would retain the geometry of the existing sidewalk and curb line of South Coliseum Drive.

The stadium's seating bowl would be comprised of multiple levels that would provide a series of different seating types and amenities including a supporter's section, standing room terraces, premium clubs and suites, and general seating areas. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. Premium spaces such as club lounges and suites would be interior spaces. A rooftop terrace at the top of the west seating bowl, along with two standing room terraces along the northern side of the stadium, would be featured spaces both during games and for other hospitality events, with potential hours of operation from mid-morning until 2:00 A.M., seven days a week. The rooftop terraces could include features such as seating areas, gathering spaces, water features (such as a reflection pool or pool), and art.

The stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entry to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates, such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

(3) Signage and Lighting

A signage program has been developed for the Modified Project that is an important element of a major league sports stadium. The proposed signage program would support

advertising and the naming and sponsorship rights to the Modified Project, generating revenue streams necessary for Modified Project funding. Signage rules and regulations pertaining to the Project Site are currently set forth in the Specific Plan. The Modified Project's signage program would be implemented through a new Supplemental Use Sign District (SUD), consistent with current City policies regarding the regulation of signage. Consistent with the Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the Modified Project's proposed Specific Plan amendment (refer to Section III.9, Discretionary Actions, on page 30 of this Addendum), the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD.

As shown on Figure 9 on page 23, the proposed SUD would encompass the entire Specific Plan area and would create five sign zones, the Primary Stadium Zone, Secondary Stadium Zone, Soccer Stadium Zone, South Parking Lot Zone, and Freeway Zone. The Project Site is located within the Soccer Stadium Zone. The proposed SUD would allow the same amount and variety of signage currently authorized by the Specific Plan in the Primary Stadium Zone, Secondary Stadium Zone, and Freeway Zone. A new signage program associated with the Modified Project would be allowed in the Soccer Stadium Zone. In addition, some limited new signage associated with the Modified Project would be allowed in the South Parking Lot Zone (i.e., Parking Lot 6 south of the Project Site). The areas where Modified Project-related signage would be permitted are collectively referred to as the Signage Project Site, as shown in Figure 10 on page 24. The Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking Lot Zone). The proposed signage program for the Signage Project Site, including permitted sign types, sizes, and locations, is provided in Appendix C of this Addendum.

As shown in Appendix C of this Addendum, total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a

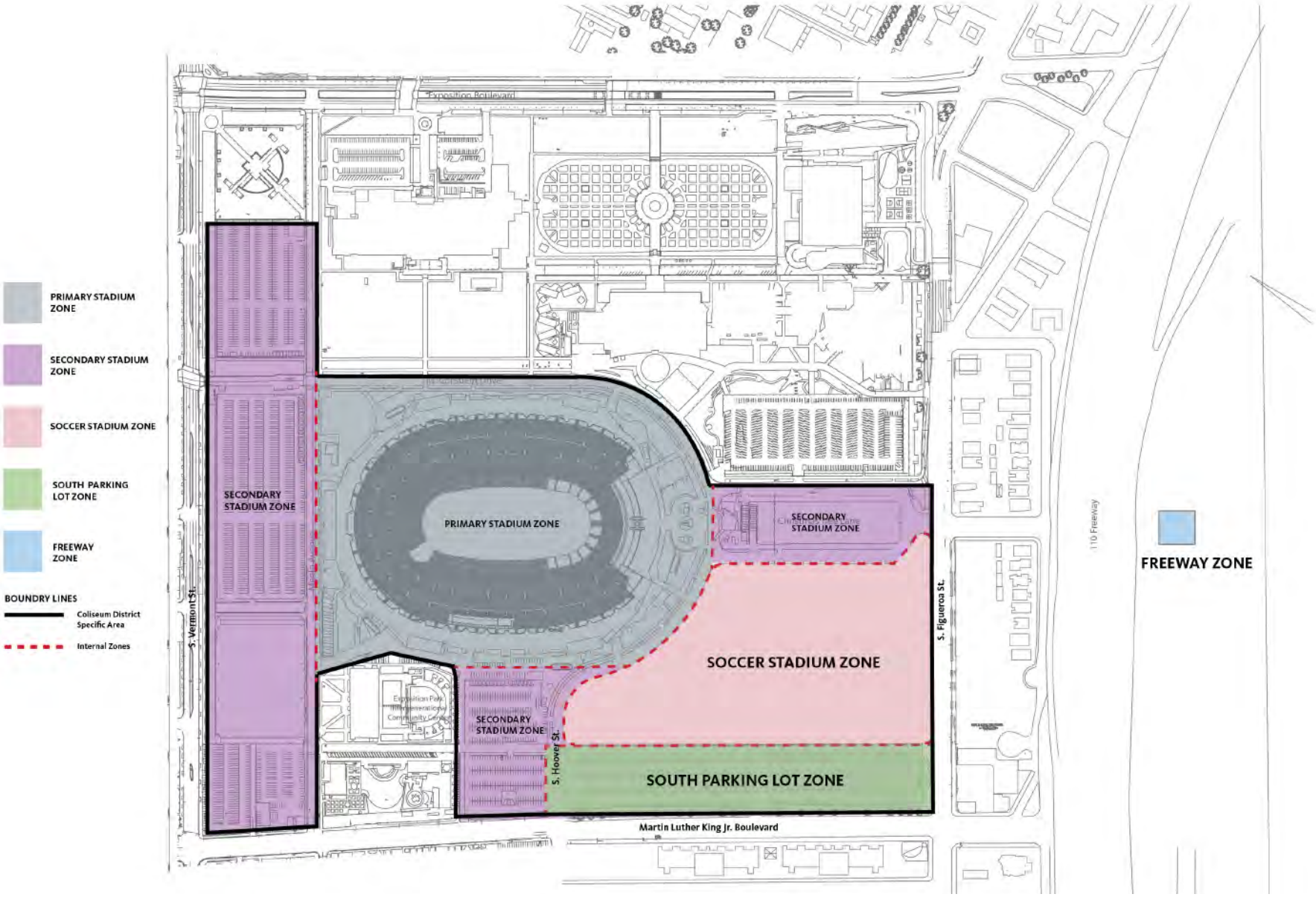

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Figure 9
Proposed Supplemental Use Sign District

Source: Gensler, 2015.

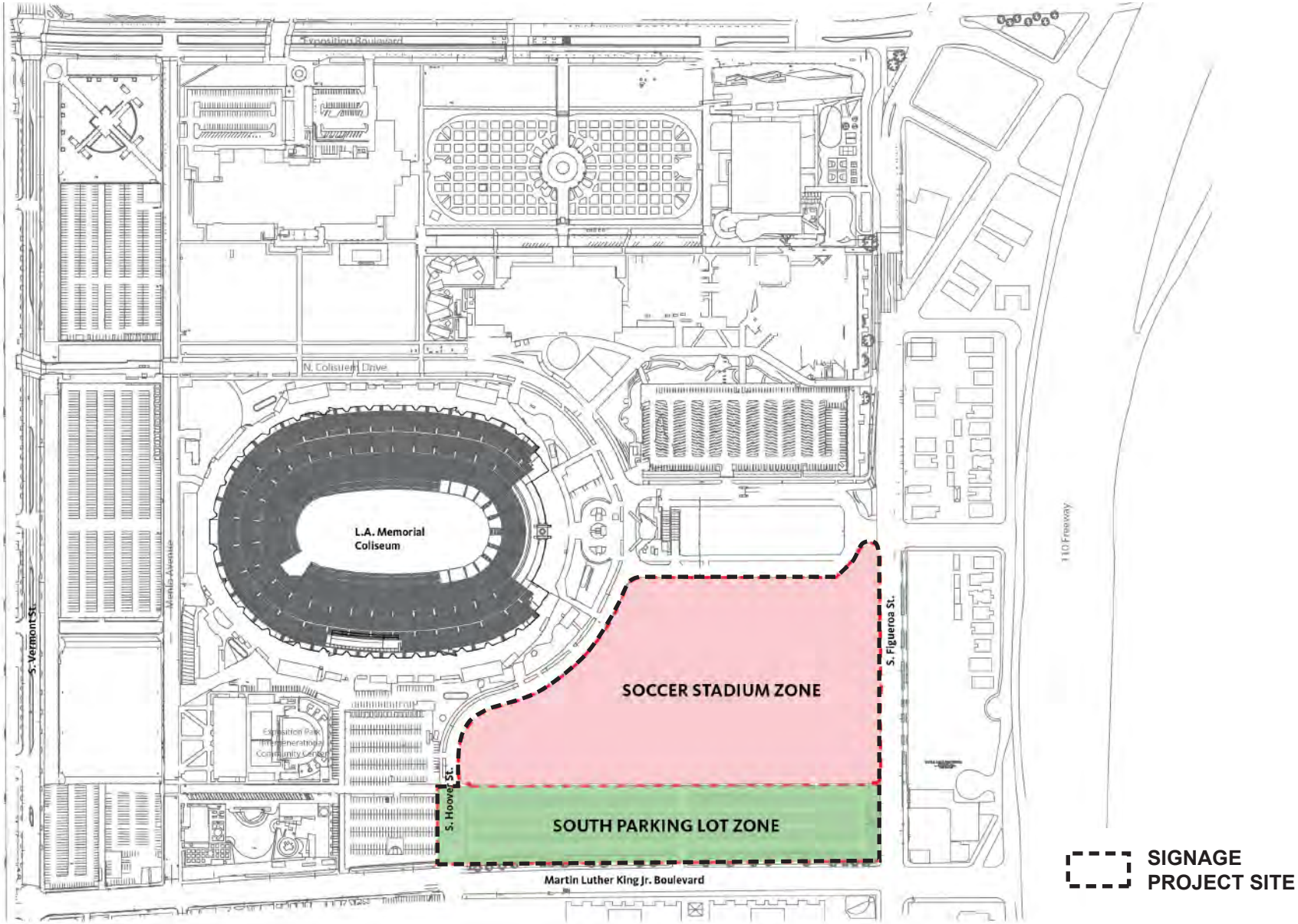

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Figure 10
Signage Project Site

Source: Gensler, 2015.

free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. In addition, the SUD would place limitations on the operating hours and illumination of permitted signs.

Lighting for the Modified Project would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

(4) VIP Parking Lot

Under the Modified Project, the VIP parking lot west of the stadium, which contains approximately 238 vehicle parking spaces, would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter fence and gates and accessed from South Coliseum Drive, similar to existing conditions.

(5) Figueroa Street Pedestrian Improvements and Project Site Boundary Modification

The Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. The portion of the sidewalk that would be redeveloped would include the on-site portion along the eastern boundary of the Project Site as well as two off-site portions north and south of the Project Site such that the improved sidewalk would extend from Christmas Tree Lane to Martin Luther King, Jr. Boulevard. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage, as noted above. The Modified Project also includes a slight modification to the Project Site boundary at the northeast corner of the Project Site so that the Project Site boundary generally corresponds with the southern and western edges of the South Coliseum Drive and Figueroa Street

rights-of-way, respectively, as shown in Figure 1, Figure 2, and Figure 3 on pages 5. 6, and 13, respectively. With this change, the size of the Project Site remains approximately 15 acres, which is substantially consistent with the Project Site analyzed in the Certified EIR.

(6) Sustainability Features

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Specific sustainability features that have been incorporated into the Modified Project are summarized below. It should be noted that while this Addendum evaluates the potential environmental impacts that would occur from the proposed modifications to the Original Stadium Project, i.e., the Ancillary Uses that would be developed under the Modified Project, in order to present a comprehensive and informative description of the degree of sustainability for the development as a whole, the proposed sustainability features would apply to all development located within the Project Site, including the stadium component of the Modified Project.

<u>Site Location and Community Access</u>

- The Project Site is located approximately two miles southwest of downtown, within Exposition Park, on a previously developed urban site where substantial existing infrastructure is in place (refer to Figure 1 on page 5). This location provides convenient pedestrian access to several stops on the Expo Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). All of these transit facilities are operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site.

Water Efficiency

- The Modified Project would reduce indoor potable water demand by at least 20 percent below 2013 CALGreen requirements.
- The Modified Project would comply with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- The Modified Project would include conservation measures in accordance with Los Angeles Department of Water and Power (LADWP) requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- The Modified Project would use native, drought-tolerant plantings and xeriscape designs for non-playing field areas.

Water Quality

- The Applicant would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plan (SUSMP), both of which would include Best Management Practices (BMPs), subject to City of Los Angeles Department of Building and Safety approval. The Modified Project would comply with applicable Los Angeles County Regional Water Quality Control Board (LARWQCB) requirements including National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) requirements.

Energy and Atmosphere

- The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and would implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles.

Materials and Resources

- A minimum of 20 percent of all building materials would consist of pre-consumer and post-consumer recycled content and would be manufactured within a 500-mile radius of the Project Site.

- The Applicant would develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills. Specifically, a minimum of 75 percent of all demolition and construction waste would be diverted for recycling.

- During operation, the Modified Project would divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging.

Indoor and Outdoor Air Quality

- An indoor air quality management plan would be prepared prior to construction. The design would specify interior finish materials such as adhesives, sealants, paints, flooring, and composite wood products with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.

- The Applicant would implement South Coast Air Quality Management District (SCAQMD)-recommended BMPs during construction and would comply with SCAQMD Rule 403—Fugitive Dust.

- The Applicant would use low-VOC paints for all interior and exterior surfaces.

(7) Site Access and Parking

Parking for the Modified Project would be provided by the supply available at Exposition Park. Exposition Park provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park (not including the on-site VIP parking lot, as discussed below). These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of a Non-Disturbance Agreement between the California Science Center and USC, during special events at the

Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center parking structure and 375 spaces may be reserved by the Natural History Museum in Lot 3. If these reservations occur, an estimated 4,986 spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter these parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the existing VIP parking lot located on the Project Site, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park to up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

Vehicle access to the Project Site would be provided off of Figueroa Street via Exposition Park Drive (Christmas Tree Lane) and Martin Luther King, Jr. Boulevard. Primary vehicle access on non-event days would occur at the existing signalized intersections of Hoover Street/Martin Luther King, Jr. Boulevard and Figueroa Street/ Exposition Park Drive/39th Street. Truck access to the Project loading docks would be provided from South Coliseum Drive (Hoover Street). Additionally, the south drive of Christmas Tree Lane could be closed to traffic and open to pedestrians prior to and during events at the stadium, and would be re-opened to allow for exiting traffic prior to completion of the event.

The Modified Project would provide a minimum of 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium, of which 107 (58 short-term and 49 long-term) would be provided in LAMC-compliant bike racks and would satisfy LAMC bicycle parking requirements for the Modified Project's Ancillary Uses on non-event days. The remaining 333 bicycle parking spaces would be managed via a bicycle valet service on event days.

(8) Construction

Construction of the Modified Project is anticipated to take approximately 20.5 months to complete, which is slightly longer than the construction duration assumed for the Original Stadium Project in the Certified EIR. Construction is anticipated to involve five key phases: abatement and soft demolition (approximately 10 weeks); structure demolition (approximately 14 weeks); grading (approximately 4 weeks); building construction (approximately 14 months); and site finishing (approximately 2 months,

overlapping with the last several weeks of building construction). It is estimated that demolition of the existing Sports Arena would create approximately 5.4 million cubic feet of debris, a large percentage of which would be reused on-site as base material. Up to 200,000 cubic yards (cy) of soil would be moved and re-compacted on-site. Whereas the Original Stadium Project analyzed in the Certified EIR estimated an import of approximately 125,000 cy of soil, the Modified Project could result in a total import/export of up to 30,000 cy of soil. Construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard, and construction worker parking would be coordinated through the Exposition Park General Manager.

(9) Discretionary Actions

The Lead Agency with discretionary authority to approve the Modified Project is the Coliseum Commission. In addition, the Modified Project would require various discretionary and ministerial approvals from the City of Los Angeles. In addition to approval of the Modified Project by the Coliseum Commission, approvals required for development of the Modified Project by the City of Los Angeles would include, but may not be limited to, the following:

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, floor area ratio (FAR), height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage; and
- Possible Board of Police Commissioners permit for extended interior construction hours.

Other discretionary approvals for the Modified Project may include:

- Haul Route approval (as applicable);
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California

Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

IV. Comparative Analysis of Modified Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and focus on the potential changes in environmental impacts that could result from implementation of the Modified Project. Specifically, potential impacts attributable to the Modified Project are compared with the analysis and findings within the Certified EIR to determine if such impacts are within the envelope of impacts documented in the Certified EIR, including whether new significant impacts would result from the Modified Project or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, and as summarized in Table 2 on page 32, the Modified Project would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR. In addition, a revised Mitigation Monitoring Program (MMP) containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Table 2
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
A. Aesthetics/Visual Resources		
Visual Character/Views		
Construction	Not Analyzed	Less Than Significant
Operation	Less Than Significant	Less Than Significant
Light, Glare, and Shading		
Light and Glare	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Shading	Not Analyzed	Less Than Significant
B. Agriculture and Forestry Resources		
Agricultural Resources	No Impact	No Impact
Forestry Resources	Not Analyzed	No Impact
C. Air Quality		
Construction		
Regional Emissions	Significant and Unavoidable	Significant and Unavoidable
Local Emissions	Less Than Significant	Less Than Significant
Operation		
Regional Emissions	Less Than Significant	Less Than Significant
Local Emissions	Not Analyzed	Less Than Significant
D. Biological Resources		
Biological Resources	No Impact	Less Than Significant
E. Cultural Resources		
Archaeological Resources	Not Analyzed	Less Than Significant
Paleontological Resources	Not Analyzed	Less Than Significant with Mitigation
Historic Resource	Significant and Unavoidable	Significant and Unavoidable
F. Geology and Soils		
Geology and Soils	Not Analyzed	Less Than Significant
G. Greenhouse Gas Emissions		
Greenhouse Gas Emissions	Less Than Significant	Less Than Significant
H. Hazards and Hazardous Materials		
Hazards and Hazardous Materials	Less Than Significant	Less Than Significant with Mitigation
I. Hydrology and Water Quality		
Hydrology and Water Quality	Less Than Significant	Less Than Significant

Table 2 (Continued)
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
J. Land Use and Planning		
Consistency with Regulatory Framework	Less Than Significant	Less Than Significant
Land Use Compatibility—Construction	Significant and Unavoidable	Significant and Unavoidable
Land Use Compatibility—Operation	Less Than Significant	Less Than Significant
K. Mineral Resources		
Mineral Resources	No Impact	No Impact
L. Noise		
Construction	Significant and Unavoidable	Significant and Unavoidable
Operation	Significant and Unavoidable	Significant and Unavoidable
M. Population, Housing, and Employment		
Population	Less Than Significant	Less Than Significant
Housing	Less Than Significant	Less Than Significant
Employment	Less Than Significant	Less Than Significant
N. Public Services		
Fire Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Police Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Schools	Not Analyzed	Less Than Significant
Parks and Recreation	Not Analyzed	Less Than Significant
Other Public Facilities (Libraries)	Not Analyzed	Less Than Significant
O. Traffic and Circulation		
Construction		
Traffic	Not Analyzed	Less Than Significant
Operation		
Intersections	Less Than Significant	Less Than Significant
Congestion Management Program	Not Analyzed	Less Than Significant
Access	Not Analyzed	Less Than Significant
Parking	Less Than Significant	Less Than Significant
P. Utilities and Service Systems		
Water Supply	Less Than Significant	Less Than Significant
Wastewater	Less Than Significant	Less Than Significant
Solid Waste	Less Than Significant	Less Than Significant
Energy	Less Than Significant	Less Than Significant

Source: Eyestone Environmental, 2015.

A. Aesthetics

The following analysis of the Modified Project's potential impacts associated with aesthetics (visual character and views, light and glare and shading) is based on the analysis provided in Section IV.A, Aesthetics, of the Certified EIR, and on the Environmental Impact Lighting Study (Lighting Study) prepared for the Modified Project by Francis Krahe & Associates, dated August, 2015, which is included in Appendix B of this Addendum. The Lighting Study evaluates the proposed lighting program associated with the Modified Project and determines whether the Modified Project would result in new significant light and glare impacts not previously identified in the Certified EIR.

(a) Visual Character and Views

(i) Construction

Construction-related visual character and views impacts were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide and within the Certified EIR, visual character and views impacts are based on a number of factors that are used to determine whether a Project would substantially alter, degrade, or eliminate the existing visual character of an area. As set forth on pages IV.A-21–IV.A-22 of the Certified EIR, these factors include the existing valued aesthetic features that would be removed; open space to be developed; integration of new structures with open spaces; contrast of project features with the area's aesthetic image; the potential for new structures to detract from the existing image of the area; the Project's contribution to the area's aesthetic value; and consistency of the Project with applicable design guidelines and/or regulations.

Similar to the Original Stadium Project, during construction activities for the Modified Project, the visual appearance of portions of the Project Site would be altered due to the removal of the existing Sports Arena building and redevelopment of the Project Site with a new stadium building, and the Modified Project's proposed Ancillary Uses and outdoor open space areas. Related construction activities including site preparation and grading and the staging of construction equipment and materials (i.e., bulldozers, portable toilets, and offices) would also alter the visual character of the Project Site. However, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities from off-site areas. Given the temporary nature of construction activities and the use of screening to limit views of construction activities, short-term construction activities would not substantially and adversely alter or degrade the existing visual character of the Project Site. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related visual character and view impacts. Construction-related impacts to views and visual character would be less than significant, and no mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to visual character and views during operation of the Original Stadium Project would be less than significant (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth above, the thresholds on which this analysis was based are stated on pages IV.A-21–IV.A-22 of the Certified EIR. As discussed in the Certified EIR, the Original Stadium Project would result in a notable change to the existing character of the Project Site, as the Sports Arena building would be demolished and replaced with a modern, open-roof stadium complex. The new soccer stadium proposed under the Original Stadium Project, while architecturally different than the existing Sports Arena, would have occupied approximately the same general height, mass, and orientation as the Sports Arena. In addition, architecturally, the Certified EIR stated that the Original Stadium Project would be designed to complement the existing public use structures within Exposition Park and would generally improve the visual character in the project area. Perimeter landscaping and pedestrian plaza areas of the Original Stadium Project would be improved around the stadium fronting Figueroa Street. In addition, the Certified EIR determined that views from residential and commercial uses in the outlying vicinity would not be adversely affected since the Original Stadium Project would occupy the same general field of view as the existing Sports Arena building. With regard to signage, the Certified EIR concluded that while a detailed signage program was not developed at the time of preparation of the EIR, signage would be implemented in accordance with all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Accordingly, the Certified EIR determined that under the Original Stadium Project, visual character and view impacts, including impacts related to the addition of signage to the Project Site, would be less than significant.

As described in detail in Section III, Project Description of this Addendum, the physical development envelope under the Modified Project would not vary substantially from the Original Stadium Project. Specifically, as with the Original Stadium Project, the Modified Project includes an approximately 22,000-seat soccer stadium and associated uses, which would replace the existing Sports Arena within Exposition Park. Proposed modifications to the Original Stadium Project include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (Ancillary Uses), and refinements to the design of the stadium and open space areas. Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium. The Northwest Plaza is designed to serve as an active public space that would be integrated with ground-floor restaurants with outdoor dining areas. The Ancillary Uses would be a maximum of 75 feet above grade. The Modified Project would also include a 40- to 70-foot setback along Figueroa Street to activate the pedestrian

realm. Overall, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium. Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena, consistent with the Original Stadium Project. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The roof canopy skin would consist of a translucent, ETFE material, which would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. In addition, the stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entrance to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

As discussed in detail in Section III, Project Description, on page 4 of this Addendum, the proposed Supplemental Use Sign District (SUD) for the Modified Project would authorize a new signage program in the proposed Signage Project Site, which consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking

Lot Zone). Total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Based on the physical description of the Modified Project summarized above and the more detailed description provided in Section III, Project Description, of this Addendum, potential visual character and views impacts, including impacts related to signage, would continue to be less than significant under the Modified Project. The Project Site is located within an urbanized area and specifically within the 145-acre Exposition Park, a major community resource and destination within the City that includes the Coliseum, several museums, educational facilities, recreational amenities and open space areas, including existing signage and approved additional signage pursuant to the Coliseum District Specific Plan. Exposition Park, including the Sports Arena and the Coliseum, has been a renowned destination for major sporting and entertainment activities for decades. The Modified Project would therefore continue the primary existing use on the Project Site by providing an iconic sports and entertainment destination. Further, the Modified Project would replace an aging, underutilized indoor stadium with a new, open-air stadium characterized by contemporary, streamlined architecture. As shown in the visual renderings provided in Figure 4 through Figure 6 on pages 16 through 18 of this Addendum, the stadium would be designed to create an iconic venue for LAFC and the City of Los Angeles, and would consist of materials and color palates that draw influence from adjacent structures within Exposition Park, including the Coliseum. While the height and massing of the new structures would be taller than the existing Sports Arena, the proposed height of the new structures would be modulated with building heights that would range from approximately 75 feet above grade (for the Ancillary Uses in the Northwest Plaza, closest to the Coliseum) to approximately 105 feet above grade (for the proposed stadium roof structure located within the southeast portion of the site furthest from the Coliseum). The proposed building heights would be visually compatible with and within the context of the adjacent

Coliseum, which reaches a height of approximately 75 feet above grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[3] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. As discussed in detail in Section IV.E, Cultural Resources, on page 61 of this Addendum, the Coliseum's historic significance would not be materially impaired by the physical design of the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

In addition, the openings within the façade of the Modified Project's stadium and its translucent roof canopy would create additional architectural articulation and view opportunities (as discussed below), thereby contributing to the area's aesthetic value. Furthermore, as summarized above, the new structures would be integrated with approximately 143,000 square feet of improved public open space around the Project Site, which would include a new Northwest Plaza that would also be integrated with the Coliseum and adjacent areas within Exposition Park, as well as an expansive setback along Figueroa Street that would include enhanced landscape and streetscape to activate the western portion of the Project Site and create an inviting pedestrian space. Further, under the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. In addition, trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. In addition, the proposed reconfiguration and re-landscaping of the VIP parking lot would enhance the aesthetic character of the southern portion of the Project Site as compared to existing conditions. Thus, the visual appearance of the Modified Project would be appropriate in the context of existing development on and immediately surrounding the Project Site and the Modified Project would not degrade the general visual character of the Project Site.

The proposed signage program would represent an important component of the Modified Project and a strong visual element that would influence the aesthetics of the Project Site. As previously described, the Modified Project's signage program would allow a variety of sign types with requirements based on specific locations. The types and extent of permitted signage would emphasize the event- and entertainment-oriented aspect of the Project Site and complement the existing and approved signage environment in Exposition Park. The signage program is intended to support stadium operations and revitalize the

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[3] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

Project Site as a major sports and entertainment venue, consistent with its historic use. Central to this concept is the goal of establishing a unique visual identity for the Project Site, which would be achieved in part through dynamic signage. As discussed in Section III, Project Description, on page 4 of this Addendum, the proposed SUD would place limitations on the types, amounts, locations, sizes, operating hours, and illumination of permitted signs. By design, Modified Project signage would be consistent with the character of a sports and entertainment venue (i.e., a well-lit and active environment with substantial pedestrian activity including nighttime activity), such as that which already exists on-site and within the surrounding area, including at the adjacent Coliseum. In addition, as discussed below, proposed signage would not result in significant light and glare impacts. Thus, proposed signage would not result in significant impacts associated with visual character when compared with the existing and contemplated visual character of the area as set forth in existing planning policies such as the Coliseum District Specific Plan. Overall, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), the Modified Project would result in less-than-significant impacts associated with visual character, and no mitigation measures are required.

With regard to views, as stated in the Certified EIR, due to the developed nature of the Project Site vicinity, existing views from the ground level are limited by existing structures and ornamental landscaping. Views of aesthetic resources in the Project Site vicinity include views of the Coliseum and landscaped open space areas within Exposition Park, as well as intermittent distant views of the downtown skyline. As discussed above, the stadium under the Modified Project would be located in the same general location of the existing Sports Arena. While the building height and massing would increase as compared to the existing Sports Arena and the Original Stadium Project, the building height would be modulated to locate shorter building heights closer to the Coliseum. However, there are very limited views of the Coliseum across the Project Site from the public right-of-way along Figueroa Street due to the presence of the Sports Arena and existing trees and landscaping. Accordingly, while the Modified Project would be taller than the Original Stadium Project, it would not result in the blockage of existing unobstructed views of the Coliseum. Further, the Modified Project has been sited so as to not block views of the Coliseum when entering Exposition Park from Figueroa Street (i.e., along Christmas Tree Lane), which is the most important public view corridor in the vicinity in terms of conveying the aesthetic and historic importance of the Coliseum (refer to Section IV.E, Cultural Resources, on page 61 of this Addendum). With regard to views of the downtown skyline, as is the case under existing conditions, and as would have been the case under the Original Stadium Project, such views would continue to be available on an intermittent basis. As compared to the Original Stadium Project, the openings in the Modified Project stadium's northeast and northwest corners would provide enhanced viewing opportunities of the downtown skyline, that are by design intended to provide dramatic and prominent views of this visual resource. With regard to landscaped open space areas within

Exposition Park, as was the case under the Original Stadium Project, the accessibility of such views would vary depending on the vantage point of the viewer. However, in general, the Modified Project would provide enhanced connections to adjacent open space areas through the Northwest Plaza and associated pedestrian walkways, providing more opportunities to access and view open space areas within Exposition Park. Thus, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), potential impacts associated with views under the Modified Project would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect visual character and views, including impacts related to signage, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Light and Glare

(i) Construction

Potential impacts associated with construction-related lighting and glare were not assessed in detail in the Certified EIR. As set forth on page IV.A-22 of the Certified EIR, impacts with respect to light and glare would be significant if the Project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area.

The Modified Project would implement Mitigation Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Thus, construction lighting would be limited to very short durations during the winter season and would be temporary. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened and would limit views of construction activities. Therefore, uses which are not adjacent to the Project Site would not be anticipated to be substantially affected by construction light or daytime glare. Thus, through implementation of the identified mitigation measure and Project Design Feature, and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related lighting. No additional mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to lighting during operation would be less than significant through compliance with mitigation measures (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth on page IV.A-22 the Certified EIR, impacts with respect to light and glare would be significant if a project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area. In the context of the applicable thresholds identified in the Certified EIR and applicable LAMC requirements related to lighting, the previously referenced Lighting Study was prepared for the Modified Project to determine whether potential lighting and glare from Modified Project operations would result in any new significant impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe (see Appendix B of this Addendum). The Lighting Study specifically considers light and glare impacts to be significant if the Modified Project: (1) generates light intensity levels of 2.0 foot-candles or more at the property boundary from exterior on-site light sources[4]; (2) generates light emissions associated with an illuminated sign that produces a light intensity exceeding 3.0 foot-candles at the property line of a residence or other sensitive receptor; (3) creates new high contrast conditions visible from a field of view from sensitive receptor; or (4) incorporates substantial amounts of highly reflective building materials or signage (i.e., daytime glare) in areas that are highly visible to off-site glare-sensitive uses.

As discussed in the Certified EIR, the Original Stadium Project would include stadium lights and other sources of lighting such as pole-mounted lighting for parking lot areas, pedestrian walkways, and security lighting for pedestrian plaza areas that could result in light spillage onto adjacent properties and land uses. In particular, when compared with the existing indoor Sports Arena facility, nighttime events and games held at the Original Stadium Project would generate a high degree of artificial lighting in the night sky. However, under the Original Stadium Project, proposed lighting would be designed in a manner that limits spillover and light pollution to the maximum extent feasible. For example, the Certified EIR explained that the lighting system would employ directional lighting fixtures to illuminate the field level. In addition, Mitigation Measure A-1 required that outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. With regard to daytime glare, Mitigation Measure A-2 limited the types of building materials to be employed in order to address potential daytime glare impacts. Thus, with the

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[4] *The LAMC addresses lighting intensity levels at the property line of the nearest off-site residence of other light-sensitive use. To provide a conservative analysis, potential lighting impacts are based on the Specific Plan boundary or in the case of the eastern site boundary of the Project Site, the centerline of Figueroa Street.*

implementation of these measures, the Certified EIR concluded that Original Stadium Project's potential aesthetic impacts associated with light and daytime glare would be less than significant.

As with the Original Stadium Project, the Modified Project includes lighting and signage to support stadium operations. Lighting would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). As discussed above, new signage would be provided as part of a signage program for the Modified Project to emphasize the event and entertainment-oriented aspect of the Project that would be implemented via the proposed SUD. As described in detail in Section III, Project Description, on page 4, and within Appendix C of this Addendum, signage types for the Modified Project could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

A detailed analysis of the potential light and glare impacts associated with proposed lighting and signage under the Modified Project is provided in the Lighting Study included as Appendix B of this Addendum. As discussed in detail in the Lighting Study, a computer model was used to evaluate the Modified Project's potential lighting impacts. To analyze potential lighting impacts, both illuminance and glare from the Modified Project were evaluated. As discussed in the Lighting Study, illuminance is defined as the measured amount of illumination that falls on a given area from a light source, and glare (also referred to as contrast) is defined as the magnitude of the sensation that results when an individual views a surface from which light comes to the eye. A summary of these analyses is provided below. Also included in the evaluation of potential glare impacts below is an analysis of daytime glare.

Illuminance

As described in detail in the Lighting Study, the illuminance analysis for the Modified Project was conducted using a detailed computer model and in accordance with recommended practices established by the Illuminating Engineering Society of North America (IESNA). For the field and on-site lighting, the model evaluated potential lighting impacts at the centerline of Figueroa Street, at the southern Specific Plan boundary at the north edge of Martin Luther King, Jr. Boulevard, at the northern Specific Plan boundary at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of the field and associated amenities and Ancillary Uses within the Project Site. For signage, consistent with applicable LAMC requirements, the model evaluated potential lighting impacts at the

Figueroa Street east boundary, at the southern edge of Martin Luther King, Jr. Boulevard, at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of all proposed illuminated signage (including digital signage).

In addition, the analysis assumed incorporation of specific Project Design Features relative to lighting that would be implemented as part of the Modified Project and would reduce impacts associated with lighting. Specifically, as set forth in Project Design Feature A-2, stadium field lighting would be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. In accordance with Project Design Feature A-3, the Project's field lighting would include high-intensity LED fixtures in specified areas and a no lighting fixture zone would be specified as shown in Figure 34 of the Lighting Study. Furthermore, in accordance with Project Design Feature A-4, design elements would be incorporated to limit the direct view of the light source surface of all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. In accordance with Project Design Feature A-5, all light sources, including illuminated signage, would comply with CALGreen (Part 11 of Title 24, California Code of Regulations). Finally, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night.

As summarized in Table 3 on page 44, potential illuminance impacts resulting from field and other on-site lighting proposed under Modified Project would be well below the 2.0-foot-candle significance threshold. In addition, the maximum calculated illuminance would be less than the IESNA recommendations of 8 lux (0.76 foot-candle) for Lighting Zone 3 in which the Project Site is located. As discussed in detail in the Lighting Study, the highest illumination levels would be along Figueroa Street. However, this area is already well illuminated with existing horizontal illuminance levels above 3.0 foot-candles directly across Figueroa Street from the Project Site. Furthermore, Mitigation Measures A-1 and A-2 set forth in the Certified EIR would continue to be incorporated to ensure that impacts associated with illumination from on-site lighting would be less than significant. Thus, no additional mitigation measures are required.

As discussed above, lighting emissions resulting from the illuminated signage proposed by the Modified Project are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards. In accordance with Project Design Feature A-5, illuminated signage would comply with the requirements outlined in CALGreen, and as such, would require 65 percent dimming of signage at night. In addition, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night. As described in detail in the Lighting Study and summarized in Table 4 on page 45, lighting impacts

Table 3
Field and Site lighting Illuminance Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
1-1	Vertical Plane 80 feet high at Centerline of Figueroa St.	0.066	0.735	0.000	Below Threshold
1-2	Vertical Plane 80 feet high at north edge of Martin Luther King, Jr. Blvd.	0.010	0.259	0.000	Below Threshold
1-3	Vertical Plane 80 feet high at north edge of Christmas Tree Ln.	0.014	0.034	0.000	Below Threshold
1-4	Vertical Plane 80 feet high at Specific Plan Boundary west of Hoover St.	0.000	0.000	0.000	Below Threshold

[a] *Threshold is 2.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

resulting from the proposed illuminated signage on neighboring residential properties would be below the 3.0-foot-candle threshold. Thus, potential illumination impacts associated with signage would be less than significant and no mitigation measures are required.

Glare

With regard to glare/contrast from Modified Project lighting, the most sensitive locations for potential glare impacts are those sites closest to the Project Site. Thus, the most sensitive locations are to the east of the Project Site followed by the locations to the south of the Project Site. These locations were evaluated in detail in the Lighting Study.

As discussed above, the Modified Project would include a variety of lighting types, including high-intensity LED field lighting and LED pole lighting. However, as discussed in detail in the Lighting Study, the design of the Modified Project, together with the proposed Project Design Features, would limit direct view of any light sources from areas outside of the Specific Plan boundary. Specifically, as demonstrated by the detailed analysis in the Lighting Study, the receptors to the east of Figueroa Street would not experience high glare conditions due to design features of the Modified Project that screen the field surface and direct view of the field light fixtures, the use of opaque façades and walls that eliminate direct light, and the use of directed and shielded lighting per CALGreen. As such, the resulting contrast from lighting under the Modified Project would be low to medium, resulting in no glare impacts from new lighting sources. With respect to potential glare from

Table 4
Illuminated Signage Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
2-1	Vertical plane 80 feet high at the east edge of Figueroa St.	1.150	2.900	0.100	Below threshold
2-2	Vertical plane 80 feet high at the south edge of Martin Luther King, Jr. Blvd.	0.120	0.600	0	Below threshold
2-3	Vertical plane 80 feet high at the north edge of Christmas Tree Ln.	0.220	0.300	0.100	Below threshold
2-4	Vertical plane 80 feet high at the Specific Plan Boundary west of Hoover St.	0	0	0	Below threshold

[a] *Threshold is 3.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

signage, as stated above, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night, which would ensure that adjacent sensitive receptors do not experience substantial glare effects from Modified Project signage. In addition, as required by the Outdoor Advertising Act, Modified Project signage would not contain flashing images that are visible from freeways. Electronic digital display signage with changing messages, including those visible from the freeway, would consist of static images that remain at a constant brightness for no less than 8 seconds, and then complete an instant refresh to the next image which would then be static for no less than 8 seconds.[5] Accordingly, potential nighttime glare impacts from the Modified Project, including the proposed signage program, would be less than significant and no mitigation measures are required.

With regard to potential impacts from daytime glare, Mitigation Measure A-2 in the Certified EIR requires that the exterior of the proposed structure shall be constructed of materials including, but not limited to high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize

[5] *The Outdoor Advertising Act defines "flashing" as a light or message that changes more than once every 4 seconds.*

glare and reflected heat. With continued implementation of this Mitigation Measure, potential daytime glare impacts under the Modified Project would be less than significant.

(c) Shading

Potential impacts associated with shading were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide, a project would have a significant shading impact if off-site shadow-sensitive uses would be shaded by project-related development for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).[6]

As discussed above, the proposed structures under the Modified Project would range in height from approximately 75 feet within the northwestern portion of the Project Site to a maximum of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The closest off-site shadow-sensitive uses to the Specific Plan area are residential uses located across Figueroa Street to the east followed by residential uses to the of south of Martin Luther King, Jr. Boulevard. Based on the proposed building heights, the maximum shadows that would be generated by the proposed structures would extend approximately 345 feet in a northern orientation during the winter. Given the location of the shadow-sensitive uses to the east and south of the site, as well as the presence of intervening roadways (i.e., Figueroa Street and Martin Luther King Jr., Boulevard) and surface parking areas, the Modified Project would not shade off-site shadow-sensitive uses for more than three hours during any time of the year. As such, the Modified Project's potential shading impacts would be less than significant and no mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR and the proposed Project Design Features, implementation of the Modified Project would not result in any new significant impacts with respect aesthetics, and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

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[6] *Shade-sensitive uses under the Los Angeles CEQA Thresholds Guide include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors.*

(d) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to aesthetics:

PDF A-1: The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities

PDF A-2: Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control.

PDF A-3: The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study.

PDF A-4: Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west.

PDF A-5: All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations).

PDF A-6: Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise.

The following mitigation measures were included in the Certified EIR to reduce potential aesthetics impacts to less than significant levels. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM A-1: Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

EIR Mitigation Measure MM A-2: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance

and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

B. Agriculture and Forestry Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to agricultural resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to agricultural resources could occur if a project were to convert designated farmland to non-agricultural use, conflict with existing zoning for agricultural use or a Williamson Act contract, or otherwise result in the conversation of farmland. The Project Site is currently developed with the Sports Arena and is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. There are no existing or mapped agricultural resources within the Project Site and such uses are not proposed as part of the Modified Project. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Thus, the Modified Project would not result in the conversion of designated farmland. In addition, the Modified Project would not conflict with agricultural zoning or a Williamson Act contract. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts to agricultural resources would occur under the Modified Project. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to agricultural resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

Potential impacts to forestry resources were not assessed in detail in the Certified EIR for the Original Stadium Project (Appendix G of the CEQA Guidelines was amended to include forestry resources effective March 2010). Significant impacts to forestry resources could occur if a project were to result in the loss or conversion of forest land, or conflict with existing zoning for forest land or timberland. The Project Site is located in an urbanized area and does not include any forest land or timberland. Additionally, the Project Site is not zoned for forest land, and is not used as forest land. Therefore, development of either the Original Stadium Project or the Modified Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. Accordingly, no impacts to forestry resources would occur and no mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to forestry resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

C. Air Quality

(a) Construction

The Certified EIR for the Original Stadium Project concluded that air quality impacts from construction of the Original Stadium Project would be significant and unavoidable for regional emissions and less than significant for localized emissions (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, the Original Stadium Project would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the Project Site; delivery and hauling of construction supplies and debris to and from the Project Site; and, the fuel combustion generated by on-site construction equipment.

The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). In addition, as described in Section III, Project Description, on page 4 of this Addendum, the Modified Project would have a slightly longer construction period (by 0.5 month) and a total import/export of up to 30,000 cubic yards (cy) of soil compared to the Original Stadium Project's estimated import of approximately 125,000 cy of soil. Therefore, construction haul trips are anticipated to be less under the Modified Project. However, as a result of the modifications proposed under the Modified Project, potential construction-related emissions associated with the Modified Project were quantified to determine whether the changes in the proposed development program would have the potential to increase the severity of previously identified significant impacts or result in new, previously unidentified significant impacts related to construction air emissions.

With regard to regional emissions, the Certified EIR determined that the peak daily emissions generated during construction of the Original Stadium Project would exceed the regional emissions threshold recommended by the South Coast Air Quality Management District (SCAQMD) for nitrogen oxides (NO_X) during the grading/site preparation phase, as well as the threshold for reactive organic compounds (ROG) during the building and coating phase. The Certified EIR included Mitigation Measures MM B-1 and MM B-2, requiring compliance with SCAQMD Rule 403 and the use of low-volatile organic compound (VOC) paints, respectively, to reduce these impacts to the extent feasible. However, even with implementation of these mitigation measures, the Certified EIR determined that levels of NO_X and ROG would exceed applicable thresholds. Therefore, the Certified EIR concluded that regional air quality impacts associated with construction emissions would be significant and unavoidable under the Original Stadium Project.

Construction of the Modified Project would generate regional pollutant emissions from the same general sources as the Modified Project, as described above (e.g., heavy-duty construction equipment, haul truck trips, and construction worker trips). Construction-related emissions associated with these sources were calculated using CalEEMod. Model results are provided in Appendix D of this Addendum. The calculations reflect the estimated types and quantities of construction equipment that would be used to remove existing structures and pavement; grade and excavate the Project Site; construct the proposed structures and related improvements; pave new parking; and plant new landscaping within the Project Site under the Modified Project. The analysis assumes that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust (as reflected in Mitigation Measure MM B-1 in the Certified EIR) and that construction activities would utilize low-VOC paints (as reflected in Mitigation Measure MM B-2 in the Certified EIR). In addition, the Modified Project would incorporate Project Design Feature C-1 related to the control of exhaust emissions from on-site heavy-duty construction equipment, which is reflected in the emission calculations presented in Table 5 on page 51. The Modified Project would also implement Project Design Feature C-2 to encourage Project contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, if applicable and available at the time of construction. The SOON program provides funding assistance to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles. Implementation of Project Design Feature C-2 is not reflected in the Modified Project's emission calculations.

As shown in Table 5, peak daily construction emissions under the Modified Project would be less than those under the Original Stadium Project for all pollutants. However, as with the Original Stadium Project, peak daily emissions of NO_X and VOC would exceed the SCAQMD regional thresholds even with implementation of Mitigation Measures MM B-1 and MM B-2 set forth in the Certified EIR, which have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project. However, emissions would be less than levels analyzed in the Certified EIR. No other feasible mitigation measures have been identified to reduce impacts to a less-than-significant level.

With respect to localized emissions, the Certified EIR determined that on-site emissions generated by the Original Stadium Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NO_X (in the form of nitrogen dioxide (NO_2)), carbon monoxide (CO), particulate matter less than 10 microns in size (PM_{10}), and particulate matter less than 2.5 microns in size ($PM_{2.5}$).

Table 5
Modified Project Regional Construction Emissions[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
2016	10	128	133	<1	18	9
2017	76	58	100	<1	11	5
2018	84	81	129	<1	14	7
Maximum Concurrent Peak Daily	**84**	**128**	**133**	**<1**	**18**	**9**
Comparison to SCAQMD Thresholds						
Modified Project Emissions	84	128	133	<1	18	9
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	9	28	(417)	(150)	(132)	(46)
Significant?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Comparison to Original Stadium Project						
Modified Project Emissions	84	128	133	<1	18	9
Original Stadium Project Emissions[c]	103	133	58	<1	33	11
Increase (Decrease)	**(19)**	**(5)**	**75**	**(<1)**	**(15)**	**(2)**

[a] *Compiled using the CalEEMod emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix D of this Addendum.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression/*

[c] *See Table IV.B-8 on page IV.B-29, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Therefore, the Certified EIR concluded that impacts related to localized air emissions during construction would be less than significant under the Original Stadium Project.

With respect to quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 6 on page 52, localized construction emissions from the Modified Project would increase in comparison to levels analyzed in the Certified EIR for the Original Stadium Project. However, as with the Original Stadium Project, localized emissions of all criteria pollutants (CO, NO_X, PM_{10}, and $PM_{2.5}$) would remain below their respective SCAQMD LST significance thresholds. As such, consistent with the conclusions in the

Table 6
Modified Project Localized Construction Emissions
(Pounds per Day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Modified Project				
2016	69	80	12	7
2017	49	50	3	3
2018	46	50	3	3
Maximum Peak Daily Emissions	**69**	**80**	**12**	**7**
Comparison to SCAQMD LSTs				
Modified Project Emissions	**69**	**80**	**12**	**7**
SCAQMD Significance Threshold[a]	91	1,861	16	8
Over/(Under)	(22)	(1,781)	(4)	(1)
Significant?	**No**	**No**	**No**	**No**
Comparison to Original Project				
Modified Project Emissions	69	80	12	7
Original Project Emissions[b]	57	31	5	3
Increase (Decrease)	**12**	**49**	**7**	**4**

[a] *SCAQMD LSTs based on Source Receptor Area (SRA) 1, 5-acre active site area, and 25-meter receptor distance. The SCAQMD localized threshold for NO_X was revised compared to the threshold applied in the Certified EIR to account for the recently adopted 1-hour NO_2 National Ambient Air Quality Standards (NAAQS) of 188 microgram per cubic meter ($\mu g/m^3$), or an incremental threshold of 64 $\mu g/m^3$ for SRA 1.*

[b] *See Table IV.B-9 on page IV.B-31, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to localized air quality during construction would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to air quality during construction, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that air quality impacts from operation of the Original Stadium Project would be less than significant (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after completion of the Original Stadium Project. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and the operation of landscape maintenance equipment. Mobile source emissions would be generated by the motor vehicles traveling to and from the Project Site. Similar to the Original Stadium Project, air pollutant emissions associated with occupancy and operation of the Modified Project would be generated by the consumption of both electricity and natural gas on-site (stationary) and the operation of vehicles traveling to and from the Project Site (mobile). Therefore, each of these types of emissions is addressed below.

The Certified EIR (refer to Section IV.B, Air Quality, of the Certified EIR) concluded that no new significant air quality impacts would result from stationary sources (i.e., electricity or natural gas consumption) as the Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the-art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Like the Original Stadium Project, the Modified Project includes a 22,000-seat MLS stadium (reconfigured on the Project Site) and the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). While the Ancillary Uses would result in some additional electricity and natural gas consumption beyond levels analyzed in the Certified EIR on event days, any such increase would largely be offset by the Modified Project's compliance with applicable provisions of the 2013 CalGreen Code in accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC, as amended pursuant to City of Los Angeles Ordinance No. 182,849). Specifically, the 2013 CalGreen Code is anticipated to be 30 percent more efficient than the 2008 Title 24 requirements for nonresidential construction that were applicable to the Original Stadium Project.[7] In addition, as shown in Table 7 on page 54, pollutant emissions related to energy sources would be considered a minor source of emissions resulting in less than 1 pound per day for all pollutants. Furthermore, like the Original Stadium Project, the proposed stadium under the Modified Project would be an outdoor venue, which would significantly reduce the

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[7] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 7
Modified Project Operational Emissions Associated with Ancillary Uses on a Non-Event Day[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
Area	3	<2	<1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	12	25	105	<1	16	5
Total Modified Project Emissions	15	26	106	<1	16	5
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	(60)	(74)	(444)	(150)	(134)	(50)
Significant?	No	No	No	No	No	No

[a] *Compiled using the CalEEMod emissions inventory model. CalEEMod output sheets are provided in Appendix D of this Addendum.*

Source: Eyestone Environmental, 2015.

amount of stationary source emissions associated with heating and air conditioning compared to the existing Sports Arena. Therefore, like the Original Stadium Project, and consistent with the conclusions in the Certified EIR, event-day stationary source emissions under the Modified Project would be expected to be reduced compared to existing conditions, and would result in less-than-significant impacts.

With respect to mobile source emissions, the Certified EIR concluded that no new significant air quality impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena since the maximum capacity of the stadium would be within historic attendance levels at the Sports Arena (refer to Section IV.B, Air Quality, of the Certified EIR). Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new air quality impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure MM J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and

after the game/event, with no material increase in event-related traffic expected. Therefore, because air quality impacts are assessed based on peak daily conditions, the Certified EIR's conclusions with respect to air quality impacts from event day daily trips would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant. Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site, as the Expo Light Rail Line was not in operation at the time the EIR was certified. The Expo Park/USC Station is located approximately 0.35 mile from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day air quality impacts identified in the Certified EIR.

Because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis also addresses and quantitatively evaluates potential air quality impacts related to operation of the Ancillary Uses on non-event days. SCAQMD's CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, and emissions from architectural coatings, landscape equipment, and energy use (see Appendix D of this Addendum for CalEEMod calculations). As shown in Table 7 on page 54, regional emissions resulting from operation of the Ancillary Uses are not expected to exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Modified Project operational emissions on non-event days would be less than significant. No mitigation measures are required.

As discussed in the Certified EIR, the Modified Project would also be subject to the SCAQMD's Air Quality Management Plan (AQMP). A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. The AQMP was updated in 2012 subsequent to the preparation of the Certified EIR. The 2012 AQMP adopted by the SCAQMD incorporates the Southern California Association of Governments' (SCAG) *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (2012–2035 RTP/SCS) socioeconomic forecast projections of regional population and employment growth. As discussed below under Subsection IV.M, Population, Housing and Employment, on page 134 of this Addendum, employment impacts with respect to the stadium portion of the Modified Project would not change compared to levels analyzed in the Certified EIR. The 282 additional on-site employees that could result from the Modified Project's Ancillary Uses would represent approximately 0.9 percent of the anticipated employment growth in the subregion through 2018. Therefore, additional employees generated by the Modified Project would fall within

SCAG's employment projections for the Subregion. Furthermore, as discussed above, the Modified Project would not result in new significant impacts or substantially increase the severity of any significant impacts previously identified in the Certified EIR with respect to air quality. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to AQMP consistency would be less than significant under the Modified Project. No mitigation measures are required.

With regard to traffic-related localized air quality impacts, which were not analyzed in detail in the Certified EIR, as described further below in Subsection IV.O, Traffic/ Transportation/Parking, on page 149 of this Addendum, the Modified Project would not increase peak-hour trips compared to the Original Stadium Project during event days, which would have the highest peak hour trips compared to non-event days. Therefore, traffic-related localized air quality impacts would be similar to those of the Original Stadium Project (i.e., less than significant). In addition, ambient CO concentrations within the Air Basin have decreased subsequent to completion of the Certified EIR. The CO background concentration at the closest monitoring station to the Project Site (Downtown Central Los Angeles County) shows that the 1-hour CO concentration has decreased from 2.4 parts per million (ppm) in 2011 to 2.0 ppm in 2013. As a result, the potential for the Modified Project to result in CO "hotspots" has decreased as compared to the Original Stadium Project. However, as discussed above, even in the absence of the reduction in CO background concentration the Modified Project would not increase peak-hour trips compared to the Original Stadium Project. Therefore, the Modified Project's potential impacts with respect to CO "hotspots" would be less than significant and no mitigation measures are required.

The Certified EIR determined that potential air toxic impacts would be less than significant under the Original Stadium Project since the Original Stadium Project would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. The conclusion would not change under the Modified Project. Furthermore, the Modified Project would not locate sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board (CARB) guidelines. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to toxic air contaminants would be less than significant under the Modified Project. No mitigation measures are required.

Potential odor impacts were not analyzed in detail in the Certified EIR. The Modified Project would not include any uses identified by the SCAQMD as being associated with substantial odors (e.g., agricultural uses, wastewater treatment plants, food processing plants, etc.). The Modified Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. However, the Modified Project would

minimize the release of odors from restaurant uses with odor reducing equipment as required by SCAQMD Rule 1138. Garbage collection areas for the Modified Project would be covered and situated away from the property line and sensitive uses where feasible. Good housekeeping practices would be sufficient to prevent objectionable odors related to trash facilities. Pursuant to Project Design Feature P-3 in Section IV.P, Utilities and Service Systems—Solid Waste, on page 189 of this Addendum, the Modified Project would also include a front-of-house composting program to reduce the amount of solid waste that would be disposed of at area landfills. The composting area would incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control. Based on the distance to the nearest sensitive receptors and the odor control measures that would be employed, the proposed composting facilities would not result in significant odor impacts. Therefore, potential odor impacts under the Modified Project would be less than significant and no mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to operational air quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to construction period air quality:

Project Design Feature C-1: Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards.

Project Design Feature C-2: The Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.

The following mitigation measures were included in the Certified EIR to reduce to the maximum extent feasible the significant air quality impacts associated with construction of the Original Stadium Project. These Mitigation Measures would continue to be

implemented as part of the Modified Project, as revised, and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM B-1: The ~~Project~~ Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

EIR Mitigation Measure MM B-2: The ~~Project~~ Applicant shall use low-VOC paints for all interior and exterior surfaces.

D. Biological Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to biological resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to biological resources could occur if a project were to conflict with a habitat conservation plan or local ordinance protecting biological resources, or result in adverse effects on endangered and/or threatened species, riparian habitat, wetlands, other sensitive natural communities, or wildlife movement. The Project Site is a developed property located within a highly urbanized area. The Project Site and adjacent areas are predominantly developed with structures or urban open space areas that do not provide native or natural habitats (e.g., open space areas within Exposition Park). As stated in the Certified EIR, the Project Site does not contain any species identified as a candidate, sensitive, or special status species

in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition, there are no known locally designated natural communities on the Project Site or in the Project vicinity. Due to the highly urbanized surroundings, there are no federally protected wetlands, riparian habitats, wildlife corridors, or native wildlife nursery sites in the Project vicinity. Thus, as is the case with the Original Stadium Project, the Modified Project would not affect these types of resources. Furthermore, like the Original Stadium Project, the Modified Project would not conflict with the provisions of an adopted habitat conservation plan, natural conservation community plan, or other approved local, regional, or State habitat conservation plan, because there are no known locally-designated natural communities on the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to sensitive species, sensitive habitats, wildlife movement corridors, or habitat conservation plans would occur under the Modified Project. No mitigation measures are required.

The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These native tree species are defined as protected by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

The Project Site includes a number of ornamental trees within the site interior and along Exposition Park Drive (Christmas Tree Lane) and South Coliseum Drive (Hoover Street), both of which are private roadways. In addition, ten on-site street trees are located within the City right-of-way along South Figueroa Street. Subsequent to the preparation of the Certified EIR, a *Tree Report—Interior Property Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Interior Tree Report) and *Tree Report—City of Los Angeles Rights-of-Way Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Street Tree Report) were prepared for the Modified Project by Carlberg Associates (August 2015). These reports are included in Appendix E and Appendix F of this Addendum, respectively. According to the Interior Tree Report, a total of 205 trees are located within the Project Site and along the previously described private roadways within Exposition Park. The interior

trees include ten Coast live oaks (*Quercus agrifolia*) and seven California sycamores (*Platanus racemosa*). Based on a review of historic aerial photographs of the Project Site, the Interior Tree Report determined that the Coast live oaks and California sycamores on the Project Site were planted as part of a tree planting program, and as such, are not considered protected under the City of Los Angeles Protected Tree Ordinance. The Modified Project would remove approximately 177 of the 205 interior trees, including 10 of the Coast live oaks and six of the California sycamores. The specific locations of the existing trees, as well as the trees to be removed, are identified on page 19 of the Interior Tree Report included in Appendix E of this Addendum. As shown therein, and as further discussed in Section IV.E.b, Historic Resources, on page 63, as part of the landscaping program, the street trees bordering South Coliseum Drive would be enhanced to maintain the tree line along Christmas Tree Lane and maintain a park-like setting on the western edge of the Project Site across from the Coliseum. Because the on-site Coast live oaks and California sycamores were planted as part of a tree planting program, the proposed tree removals would not conflict with the City of Los Angeles Protected Tree Ordinance. Additionally, as discussed above in Section IV.A, Aesthetics, on page 34, as part of a coordinated landscape plan, the Modified Project would provide approximately 169 new on-site trees. Accordingly, following development of the Modified Project, the number of interior site trees would be substantially similar to existing conditions, though the type and location of trees would be altered.

With regard to street trees, according to the Street Tree Report, the ten existing street trees along the Project Site's South Figueroa Street frontage are Mexican fan palms (*Washingtonia robusta*). The specific locations of these trees are identified on page 7 of the Street Tree Report included in Appendix F of this Addendum. As stated in the Street Tree Report, demolition, site grading, and construction activities under the Modified Project would not affect the ten identified street trees, and the street tress would be retained in the Modified Project design.

Based on the analysis above, impacts with respect to potential conflicts with local policies or ordinances protecting biological resources, including the City of Los Angeles Protected Tree Ordinance and City of Los Angeles Street Tree Division requirements, would be less than significant under the Modified Project. No mitigation measures are required.

Although unlikely, trees on the Project Site that are proposed for removal could potentially provide nesting sites for migratory birds. Construction activities under the Modified Project would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities

must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this existing regulatory requirement, potential impacts to nesting raptors would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to biological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

E. Cultural Resources

(a) Archaeological and Paleontological Resources

Potential impacts to archaeological and paleontological resources were not assessed in detail in the Certified EIR. Significant impacts to archaeological resources could occur if a project were to cause a substantial adverse change in the significance of an archaeological resource. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Significant impacts to paleontological resources could occur if a project were to directly or indirectly destroy a unique paleontological resource. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of prehistoric species are extinct.

The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance and excavation in the past, including through the development of the Sports Arena in the late 1950s and subsequent site improvements. Any archaeological and/or paleontological resources that may have existed near the surface of the Project Site are likely to have been disturbed and/or previously removed. The existing Sports Arena is currently constructed within a large excavated depression that extends approximately 25 feet below grade level. The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean depression would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. Following demolition of the Sports Arena, grading and excavation would

also be required to install the building pads for the proposed Ancillary Uses. As such, while unlikely, the potential exists for previously undiscovered archeological and/or paleontological resources to be encountered during construction of the Modified Project.

As would have been the case with construction of the Original Stadium Project analyzed in the Certified EIR, if an archaeological resource is discovered during Modified Project construction activities, work in the area would cease and deposits would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. Any discovery of human remains would be treated in accordance with Section 5097.98 of the PRC and Section 7050.5 of the Health and Safety Code. Therefore, through compliance with existing regulations, impacts with respect to archaeological resources would be less than significant under the Modified Project. No mitigation measures are required.

If a paleontological resource is discovered during construction of the Modified Project, Project Design Feature E-1 would be implemented to reflect best management practices to ensure that potential impacts would be less than significant. Project Design Feature E-1 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of Project Design Feature E-1, impacts with respect to paleontological resources would be less than significant under the Modified Project.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to archaeological and paleontological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features

The Modified Project would implement the following Project Design Feature related to paleontological resources :

PDF E-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and,

where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

(b) Historic Resources

The Certified EIR for the Original Stadium Project concluded that impacts with respect to historic resources would be significant and unavoidable even with implementation of mitigation (refer to Section IV.D, Historic Resources, of the Certified EIR).

According to CEQA Guidelines, a project has the potential to impact a historic resource when the project involves a "substantial adverse change" in the significance of an historical resource. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[8] The Guidelines continue to state that "[t}he significance of an historical resource is materially impaired when a project:… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources…

[8] *CEQA Guidelines Section 15064.5(b)(1).*

local Register of historic resources… or its identification in a historic resources survey."[9] Based on this guidance, the City of L.A. CEQA Thresholds Guide states that a substantial adverse change in the significance of a historic resource would occur if a project results in:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As set forth in the Certified EIR, the Los Angeles Memorial Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of indoor sporting and other events. Designed by Welton Becket and Associates, the Sports Arena has hosted many notable civic and sporting events, including the 1960 Democratic National Convention that nominated John F. Kennedy as the Democratic Party's candidate for President, professional and college basketball games, and events at the 1984 Olympic Games. The Sports Arena is now more than 50 years of age and, based on an evaluation by ICF Jones & Stokes included in the Certified EIR, appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. Because the Original Stadium Project proposed the demolition of the Sports Arena, Mitigation Measure MM D-1 was included in the Certified EIR, which requires preparation of a report documenting the architectural and historical features of the Sports Arena. Nonetheless, because the Original Stadium Project would involve the loss of a facility that has association with events that have made a significant contribution to Los Angeles history, the Certified EIR concluded that impacts to historic resources would remain significant and unavoidable following the implementation of mitigation. As the Modified Project would also result in the demolition of the Sports Arena, historic resources impacts associated with its demolition would continue to be significant and unavoidable.

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[9] *CEQA Guidelines Section 15064.5(b)(2).*

The Modified Project proposes a stadium with a larger footprint and massing than under the Original Stadium Project. In addition, the Modified Project also would include Ancillary Uses that were not part of the Original Stadium Project. As such, a Historic Resources Technical Report (Modified Project Historic Report) was prepared by Historic Resources Group to analyze the Modified Project's potential impacts to historic resources in the vicinity of the Project Site and is included in Appendix G of this Addendum. As shown in Table 8 on page 66, the Modified Project Historic Report documented several historic resources within the vicinity of the Project Site located within Exposition Park. Due to their close proximity to the Project Site, the evaluation focused on the Coliseum located to the west of the Project Site and North and South Coliseum Drives and Christmas Tree Lane located to the north of the Project Site. Specifically the Modified Project Historic Report evaluated the potential for the Modified Project to affect the integrity of those resources.

The Modified Project Historic Report reiterates the Coliseum Commission's determination from the Certified EIR that removal of the Sports Arena would result in a significant impact to an historic resource that cannot be mitigated to a less-than-significant level. With regard to the Coliseum to the west, the Modified Project Historic Report discusses its designation as a National Historic Landmark, a designated State Historical Landmark, and its listing on the National Register of Historic Places. The Modified Project Historic Report explains that while the Modified Project would not physically alter the Coliseum structure, it would have the potential to affect aspects of the Coliseum's historic integrity. Specifically, the Modified Project Historic Report identifies the Coliseum's park setting characterized by landscape areas, access roads, sidewalks and plazas as features that contribute to the Coliseum's historic integrity.

Based on review and analysis of the Modified Project's plans and comparison of those plans to the Coliseum's historic setting and the existing physical environment with the Sports Arena, the Modified Project Historic Report determined that the Modified Project would not alter the setting in the vicinity of the Coliseum such that the Coliseum would no longer convey its historic significance. Specifically, the Modified Project Historic Report recognizes that the Modified Project would have an increased height and footprint as compared to the existing Sports Arena, and a more contemporary architectural design, which would alter the existing setting of the Coliseum. However, the Modified Project Historic Report determined that following development of the Modified Project the general configuration and orientation of the Coliseum would remain discernible, the primary east-facing façade would remain intact and unobstructed, and trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. The proposed building heights would be visually compatible with and within the context of the adjacent Coliseum, which reaches a height of approximately 75 feet above

Table 8
Historic Resources Within Project Vicinity

Resource	Date Built	Status/Notes
Los Angeles Memorial Sports Arena	1959	Evaluated as eligible for the California Register in the 2010 *Los Angeles Memorial Sports Arena Redevelopment Project Draft Environment Impact Report*.
Los Angeles Memorial Coliseum	1921; 1932	National Historic Landmark, State Historic Landmark #960, listed in the National Register of Historic Places, listed in the California Register of Historical Resources. North and South Coliseum Drives and the Christmas Tree Lane median were specifically called out as character-defining features of the Coliseum setting.
Exposition Park Historic District	1910–1932	Identified as eligible for the National Register by the Office of Historic Preservation on June 15, 1993. The Historic District as described included seven contributing resources: the 1910–1917 Beaux Arts civic group at the north end of the park (Natural History Museum, Exposition Building, State Armory, Rose Garden) and the 1921–1932 recreation group to the south of the civic group (Coliseum, Swimming Stadium, Exposition Clubhouse). A 2001 Historic Property Survey Report (HPSR) prepared for a Section 106 review identified significant alteration and reduced integrity of the Historic District since 1993
Natural History Museum (Los Angeles County Museum of History Science and Art)	1913	Listed in the National Register of Historic Places in 1975.
Wallis Annenberg Building (State Armory)	1914	Listed in the California State Historic Resources Inventory (HRI) with a status code of 7N. Needs to be reevaluated.
Exposition Park Rose Garden	1913–1932	Listed in the National Register of Historic Resources in 1991.
Exposition Club House	1922–1926	Found eligible for the National Register in 1994 through Section 106 review. Designated Los Angeles Historic-Cultural Monument #127 in 1974.
Los Angeles Swimming Stadium	1931	Listed in the California State Historic Resources Inventory (HRI) with a status code of 2S2, or "Individual property determined eligible for the National Register by a consensus through Section 106 process. Listed in the California Register."

Source: Historic Resources Group, 2015.

grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[10] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height (115 feet) occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. Furthermore, the roof canopy skin, which would consist of a translucent, ETFE material, would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The new stadium would also include signage to support stadium operations (refer to Appendix C of this Addendum). The proposed signage plan would be designed to be consistent with the character of a sports and entertainment venue. Based on its assessment of the Modified Project's massing, height, and signage program in the context of the Coliseum, the Modified Project Historic Report concluded that the Modified Project would not adversely impact the historic significance of the Coliseum. Specifically, the Modified Project Historic Report concludes that the Coliseum's historic significance would not be materially impaired by the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

With regard to North and South Coliseum Drives and Christmas Tree Lane to the north of the Project Site, the Modified Project Historic Report discusses their eligibility for the National Register, due to their contribution to the setting of the Coliseum, as an important view corridor to the Coliseum, and as an example of Beaux Arts landscape and roadway planning. The street pattern, sidewalks, rows of trees, and central green space are critical elements in the formal, park-like setting for the Coliseum. As detailed in the Modified Project Historic Report, after implementation of the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. Specifically, the street edge along Coliseum Drive would be retained under the Modified Project and the historic configuration of street trees would be enhanced through the Modified Project's landscaping program. Accordingly, because the historic configuration of street pattern, street trees and sidewalks would be maintained by the Modified Project, the Modified Project Historic Report concluded that the Modified Project would avoid potential impacts to the Coliseum Drives and Christmas Tree Lane, which would further avoid potential impacts to the Coliseum's historic setting.

With regard to other identified historic resources in the Project Site vicinity, the Modified Project Historic Report concludes that the Modified Project would not affect any other identified historic resources within the area. All of the other historic buildings and

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[10] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

structures identified in the Modified Project Historic Report are located approximately 700 feet or more from the Project Site and have little or no relation to the Project Site. Thus, construction of the Modified Project would not alter important spatial relationships or impede important views of these resources.

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.D. Historic Resources, of the Certified EIR), impacts with respect to historic resources would continue be significant and unavoidable under the Modified Project due to the demolition of the Sports Arena. In addition, as set forth in the Modified Project Historic Report, impacts to other historic resources within the Project vicinity would be less than significant, as the Modified Project would not demolish, relocate, alter, or involve construction that reduces the integrity or significance of other nearby historic resources, including the Coliseum, North and South Coliseum Drives, and Christmas Tree Lane. Therefore, the Modified Project would not result in any new significant impacts with respect to historic resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

As with the Original Stadium Project, impacts under with Modified Project would continue to be significant after implementation of the following mitigation measure included in the Certified EIR, which have been revised as follows to reflect recommendations in the Modified Project Historic Report:

EIR Mitigation Measure MM D-1: Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following:

a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features;

b) Duplicates of historic photographs, if available;

c) Duplicates of ~~original~~ existing drawings including plans, elevations, and sections, if available; and

d) Large format (4-inch by 5-inch negative or larger), archival ~~black and white 35-millimeter~~ photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph

taken. Views shall include the setting, important site features including select landscape, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.

F. Geology and Soils

Potential impacts to geology and soils were not assessed in detail in the Certified EIR. Significant impacts related to geology and soils could occur if a project were to cause or accelerate geologic hazards, including erosion, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, or if a project were to adversely affect a distinct and prominent geologic or topographic feature. The following analysis is based on the Preliminary Geotechnical Engineering Report (Geotechnical Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix H of this Addendum. The Geotechnical Report provides an assessment of the geotechnical and geological aspects of the Project Site, including existing site conditions, and provides preliminary geotechnical, seismic, and foundation recommendations for the Modified Project. The Geotechnical Report is based on reviews of regional geologic hazard and seismicity maps, subsurface information, and previous geotechnical investigations performed in the Project Site area (including readily available geotechnical investigation reports) obtained from the City of Los Angeles Department of Building and Safety (LADBS), as well as a subsurface field investigation conducted on-site in June 2015. The field investigation consisted of drilling two borings on the Project Site to depths of 101.5 and 101 feet below existing grade (elevation 78.5 and 79),[11] respectively. The locations of the borings are shown in Figure 13 of the Geotechnical Report included in Appendix H of this Addendum.

The Project Site is located within the Los Angeles Basin of the Peninsular Ranges Geomorphic Province of Southern California. The Los Angeles Basin's structural history includes extension and strike-slip faulting, followed by oblique contraction via thrusting and strike-slip faulting. No known active faults have been identified on the Project Site. The closest known active faults capable of producing ground shaking at the Project Site are the Puente Hills Blind Thrust Fault, located approximately 0.3 mile southwest of the Project Site, the Newport-Inglewood Fault, located approximately 2.7 miles west of the Project Site, the Elysian Park (Upper) Blind Thrust Fault, located approximately 2.9 miles northeast of the Project Site, and the Santa Monica Fault, located approximately 3.9 miles northwest of the Project Site. Due to the Project Site's proximity to several nearby active faults,

[11] *All elevations referenced herein are in feet with respect to the North American Vertical Datum (NAVD).*

moderate to strong ground shaking could occur from an earthquake on any nearby fault(s), as is typical throughout Southern California. The Modified Project would comply with the current seismic design provisions of the 2013 California Building Code to minimize seismic impacts. The 2013 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Modified Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The LADBS is responsible for implementing the provisions of the Los Angeles Building Code. The Modified Project would also be required to comply with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project. These recommendations are outlined in Project Design Feature F-1. Through compliance with regulatory requirements and the site-specific geotechnical recommendations outlined in Project Design Feature F-1, the Modified Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seismic ground shaking would be less than significant, and no mitigation measures are required.

The Project Site is not within a mapped Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Geologic review does not indicate the presence of active surface faulting within or directly adjacent to the Project Site. As such, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Impacts with respect to fault rupture would be less than significant, and no mitigation measures are required.

According to the California Geologic Survey, the Project Site is not within a mapped liquefaction potential investigation zone. As such, the potential for liquefaction to occur at the Project Site is considered low. Therefore, impacts related to liquefaction and seismically-induced ground deformations would be less than significant. Additionally, with adherence to the recommended parameters for shallow foundations outlined in the Geotechnical Report, which are outlined in Project Design Feature F-1 and would be incorporated into the final, site-specific geotechnical report prepared for the Modified Project subject to LADBS review and approval, impacts related to settlement and cyclic densification of unsaturated sands and gravels due to earthquake ground motions would also be less than significant. Therefore, no mitigation measures are required.

Based on the California Geologic Survey and the City of Los Angeles' Safety Element, the Project Site is not within a mapped Earthquake-Induced Landslide Hazard Zone or a mapped landslide area according to the landslide inventory and hillside area map. As discussed below, the Project Site and the immediately surrounding area are generally flat in nature, and there are no unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Therefore, impacts related to landslides and landform alteration would be less than significant, and no mitigation measures are required.

The Project Site consists predominantly of previously developed, impervious surface area. As evaluated in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, Modified Project-related construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. As part of these requirements, the Modified Project would adhere to Best Management Practices (BMPs) prescribed as part of a Storm Water Pollution Prevention Plan (SWPPP) pursuant the National Pollutant Discharge Elimination System (NPDES). Through compliance with applicable regulatory requirements that include the implementation of BMPs, impacts related to erosion and sedimentation would be less than significant, and no mitigation measures are required.

The Project Site is generally flat at about elevation (el) 180 feet,[12] with the exception of the sunken court and seating within the Sports Arena structure. The proposed stadium would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, which currently extends to a depth of approximately 25 feet below grade level (approximately el 155). The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. Based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Historical groundwater was reported to be 45 to 55 feet below the ground surface within the Project Site area, which is well below the lowest proposed grade development involved under the Modified Project. Furthermore, groundwater was not encountered within the maximum 101.5-foot depth (el 78.5) explored in the deepest boring drilled for the Geotechnical Report. Additionally, based on the 2015 Phase I ESA performed for the Project Site, which is discussed in Section IV.H, Hazards and Hazardous Materials, on page 91 of this Addendum, groundwater was measured in a monitoring well located approximately one mile northwest of the Project Site at approximately 162 feet below ground surface (el 41.5). Therefore, it is not expected that groundwater would be encountered during Modified Project construction. Nonetheless, the

[12] *Ibid.*

potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Thus, while not anticipated, temporary construction dewatering may be required. Should it be required, construction dewatering would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, as outlined in Project Design Feature F-1. Additionally, construction dewatering would be subject to NPDES permit requirements. Through compliance with existing regulations and the project-specific design measures outlined in Project Design Feature F-1, which would be incorporated into the Modified Project's final geotechnical report subject to LADBS review and approval, impacts related to groundwater would be less than significant, and no mitigation measures are required.

According to the Geotechnical Report, the Project Site is underlain by engineered fill and alluvial soils. The fill stratum generally extended to depths ranging from approximately 7 to 10 feet (el 173 to 170) within the borings explored; however, based on a review of previous compaction reports, fill depths are anticipated to be as deep as 25 feet below existing grade (approximately el 155). The fill is subsequently underlain by alluvial deposits, which are generally comprised of medium dense to dense sands and silty sands with variable amounts of clay, gravel, and cobbles. Medium dense to dense sand and silty sands with various amounts of gravel and cobbles extend to depths up to approximately 25 feet below the existing Sports Arena basement level (approximately el 131.5), and subsequently underlain by sand and silty sand layers with interbedded layers of silt and clay. Expansion and corrosion testing indicated that the soils are non-expansive and non-corrosive The Geotechnical Report concluded that the integrity of the soils underlying the Project Site is such that the Modified Project could be adequately supported provided that the Modified Project complies with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project, as outlined in Project Design Feature F-1. No soil or geologic conditions were encountered that would pose a substantial safety risk during Modified Project construction or operation. Through compliance with applicable regulatory requirements and site-specific geotechnical recommendations that would be incorporated into the final plans, impacts related to soil stability would be less than significant, and no mitigation measures are required.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.[13] Therefore, no further analysis of issues related to methane are required.

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[13] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

Based on the analysis above, the Modified Project would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The Modified Project would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Finally, the Modified Project would not destroy, permanently cover, or materially and adversely modify any distinct or prominent geologic or topographic features. Therefore, based on the analysis above and through the implementation of the Project Design Feature F-1 described below, impacts related to geology and soils would be less than significant, and no mitigation measures are required. Accordingly, the Modified Project would not result in any new significant environmental impacts to geology and soils, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Project Design Features

The Modified Project would implement the following Project Design Feature related to geology and soils:

PDF F-1: A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements:

- Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize

differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between any structural connection features.

- Should portions of the proposed structures require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report.
- The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report.
- Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report.
- Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion.
- A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system.
- Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted within 30 feet of below-grade walls.
- Utility subgrade shall be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material.
- After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected

and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report.

- Temporary excavations shall be constructed in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer.
- If perched groundwater is encountered during Modified Project construction, temporary construction dewatering, where required, shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas.
- All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.

G. Greenhouse Gas Emissions

Since the certification of the Certified EIR in 2011, numerous regulatory changes have occurred that are pertinent to the study of greenhouse gas (GHG) impacts under CEQA. To inform the analysis of the Modified Project's potential GHG impacts, a summary of the current regulatory framework surrounding GHG emissions is included in Appendix J of this Addendum.

The Certified EIR for the Original Stadium Project concluded that impacts with respect to GHG emissions would be less than significant under the Original Stadium Project (refer to Section IV.C, Greenhouse Gas Emissions, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.C-10–IV.C-11 of the Certified EIR. The Certified EIR's conclusion was based on the following:

- GHGs emitted during construction of the Original Stadium Project would represent a nominal percent of the State's total GHG emissions in 2008;
- The proposed stadium would be an outdoor venue which would significantly reduce the amount of stationary source GHG emissions associated with heating

and air conditioning (as compared to an indoor stadium such as the Los Angeles Memorial Sports Arena that currently exists on the Project Site);

- The Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the art venue that would result in significantly increased energy efficiencies at the Project Site; and

- The Original Stadium Project would not result in an increase in peak (i.e., event day) vehicle trips as compared to existing conditions under operation of the Sports Arena.

These characteristics also are true for the Modified Project. However, the Modified Project includes up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) that were not part of the Original Stadium Project. Additionally, while peak day attendance under the Modified Project is expected to be within peak historic attendance levels at the Sports Arena, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could increase compared to existing conditions. These annual attendance estimates are relevant for determining the Modified Project's GHG impacts as they relate to mobile source emissions and vehicle miles traveled (VMT). Accordingly, additional analysis was conducted to determine whether the Modified Project would result in new significant impacts with respect to GHG emissions that were not previously identified in the Certified EIR. The analysis is based on VMT estimates provided by Fehr & Peers Transportation Consultants, which are included in Appendix K of this Addendum.

(a) Significance Thresholds for the Modified Project

Project-level significance thresholds for GHG emissions have not yet been adopted by the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), or the City of Los Angeles. Rather, assessing the significance of a project's contribution to cumulative global climate change involves developing an inventory of project GHG emissions and considering project consistency with applicable emission reduction strategies and goals, such as those set forth by Assembly Bill (AB) 32. Based on the foregoing, a project that generates GHG emissions, either directly or indirectly, would have a significant impact if:

- The project's reduction in emissions does not constitute an equivalent or larger break from "business-as-usual" (BAU) than has been determined by CARB to be necessary to meet the state AB 32 goals (i.e., 16 percent, as discussed below); or

- The project conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

An illustrative method to determine consistency with AB 32 that has the benefit of being based on a quantification of emissions is to compare a project's emissions, as proposed, to that project's emissions if it were to be built using BAU design, methodology, and technology. If a project constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals for 2020 (approximately 16 percent, as established in CARB's *Supplemental FED to the Climate Change Scoping Plan*),[14] then that project can be considered consistent with AB 32. As such, the project is considered to have a less-than-significant impact on the environment due to its GHG emissions. While not project-specific, 16 percent is considered the average level of emissions reduction performance that would need to be achieved across all sectors of the economy to meet AB 32 goals (i.e., applied to both new and existing GHG emissions sources). The following analysis uses this "break from BAU" method to determine the Modified Project's consistency with AB 32. This approach also mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.[15]

Consistent with CARB and SCAQMD guidance for defining BAU,[16] this analysis provides a quantitative estimate of the following GHG emissions inventories:

- Baseline—This scenario consists of historic operations at the Sports Arena at the time of the Certified EIR.
- BAU—This scenario consists of the Modified Project's land uses and program assuming compliance with State mandates that were accounted for in the *Supplemental FED to the Climate Change Scoping Plan* (i.e., 2008 Title 24), and with a minimal trip reduction credit taken for transit accessibility.[17]
- Modified Project As Proposed—This scenario consists of the Modified Project assuming compliance with current State mandates and Project Design Features (described in Section IV.G.b.ii on page 80), and with a 15-percent trip-reduction credit taken, based on the current transit services available at the Project Site,

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[14] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[15] *The Scoping Plan defines "business-as-usual" as emissions in the absence of greenhouse gas reduction measures (i.e., the 2020 "business-as-usual" emissions inventory was forecast based on the 2002 to 2004 statewide average annual emissions and does not take credit for, inter alia, reduction from 2005 Title 24, Assembly Bill 1493 greenhouse gas emissions reduction standards for vehicles, the California Low Carbon Fuel Standard, or full implementation of the Renewables Portfolio Standard).*

[16] *SCAQMD, Draft Guidance Document-Interim CEQA GHG Significance Threshold, Attachment E, October 2008.*

[17] *See Fehr & Peers, Draft Memorandum, Vehicle Miles Traveled Analysis for the Los Angeles Football Club Stadium Project, August 17, 2015, included in Appendix K of this Addendum.*

which include the Exposition Line Light Rail transit line, which was planned but not yet operational at the time the Certified EIR was prepared, as discussed in the Certified EIR.[18]

Furthermore, the CEQA Guidelines were subsequently amended after certification of the Certified EIR to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.[19]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a plan, program, or regulation that will reduce GHG emissions.[20][21]

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[18] *Ibid.*

[19] *Note that "the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis." Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009) (regarding Senate Bill 97 amendments to CEQA Guidelines)*

[20] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/year significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See, SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration for: Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for: Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2);*

(Footnote continued on next page)

Consistent with CEQA Guidelines Section 15064(h)(3), this analysis also provides a qualitative estimate of the Modified Project's compliance with plans, programs, and regulations that reduce a project's GHG emissions either directly or indirectly, including: the California Green Building Standards Code; the Southern California Associations of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS); the City of Los Angeles Green Building Code (2013); and *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming*. In addition, this analysis provides a qualitative assessment of the Modified Project's compliance with the California Cap-and-Trade Program and applicable executive orders related to climate change. See also Sections IV.C., Air Quality; IV.J, Land Use and Planning; and IV.P, Utilities and Service Systems, of this Addendum for additional relevant analyses of the Modified Project's consistency with other regulatory plans and policies that are pertinent to the general concepts of "smart growth," environmental sustainability, and the efficient use of resources.

(b) Modified Project Impacts

(i) Consistency with AB 32

GHG emissions associated with the three scenarios described above in Section IV.G.a on page 76 of this Addendum, (i.e., Baseline, BAU, and Modified Project as Proposed) were calculated using CalEEMod, the model recommended by the SCAQMD for calculating emissions from land use projects. Model results are provided in Appendix I of this Addendum. As summarized and shown in Table 9 on page 80, the Modified Project would result in an increase in annual GHG emissions in comparison to operation of the existing Sports Arena due to the increase in annual attendance at the Modified Project's stadium, as well as the daily operation of the proposed Ancillary Uses. However, with implementation of the Project Design Features described below, as well as current State mandates, the Modified Project would result in an annual total of approximately 12,496 metric tons of carbon dioxide equivalent (CO_2e), representing an approximate 25 percent reduction from the BAU scenario. Thus, the Modified Project would result in a net decrease in GHG emissions that represents a substantial break from BAU (i.e., greater than 16 percent). Additionally, the Modified Project's features and GHG reduction

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Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2015) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

[21] *CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program (17 CCR §§ 95800 to 96023) is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020.*

Table 9
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Scope	Baseline (Sports Arena)	BAU Project	Modified Project as Proposed[a]	Modified Project's Break from BAU
Area	<1	<1	<1	0%
Energy	2,700	2,476	2,154	-13%
Mobile	2,846	13,862	10,004	-28%
Waste	2	127	76	-40%
Water	30	132	113	-15%
Construction	0	149	149	0%
Total	**5,578**	**16,746**	**12,496**	**-25%**

BAU = Business As Usual

[a] *The difference between the Modified Project as Proposed against the Baseline (Sports Arena) is also less than the SCAQMD's significance threshold of 10,000 metric tons of Carbon Dioxide Equivalent for stationary source projects where SCAQMD is the lead agency (i.e., 12,496 CO_2e – 5,578 CO_2e = 6,918 CO_2e).*

Source: Eyestone Environmental, 2015. Calculation worksheets are included in Appendix I of this Addendum.

measures described below make it consistent with AB 32. Therefore, impacts with respect to AB 32 consistency and the Modified Project's break from BAU would be less than significant. No mitigation measures are required.

(ii) Consistency with Plans, Programs, and Regulations for Reducing GHG Emissions

The Modified Project would incorporate sustainability as part of its key design and would serve to reduce GHG emissions in comparison to BAU. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project and BAU) for

nonresidential construction.[22] In accordance with Project Design Feature G-2, energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

In accordance with Project Design Feature G-1, the Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's LEED-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Achieving LEED Silver would reduce energy consumption associated with lighting by a minimum of 20 percent in comparison to BAU. As discussed in Section IV.P, Utilities and Service Systems, on page 171, the Modified Project would also implement numerous water conservation measures in accordance with LADWP requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping). See Project Design Feature P-1 and EIR Mitigation Measure MM I.2-1 in Section IV.P.b, Utilities and Service Systems—Water, on page 176. Furthermore, as described in Section IV.P.c, Utilities and Service Systems—Solid Waste, of this Addendum, Mitigation Measure MM I.4-2 from the Certified EIR (as revised) states that the Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent. Additionally, pursuant to Mitigation Measure MM I.4-2 from the Certified EIR (as revised), the Modified Project would divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills. Additionally, Modified Project construction materials would utilize post-consumer recycled content pursuant to Project Design Feature P-2. Pursuant to Project Design Feature P-3, during operation, the Modified Project would implement a composting program and would utilize bio-based materials. Each of these features would help to further reduce GHG emissions by reducing the amount of energy that would have otherwise been consumed to extract and process virgin source materials. The Modified Project also includes numerous energy reduction features as set forth in Section IV.P.d, Utilities and Service Systems—Energy, on page 195. See Project Design Features P-4 and P-5 and EIR Mitigation Measures MM I.3-1 through MM I.3-19. Such features include the use of energy efficient appliances, building materials, and heating and cooling systems.

As discussed in Section IV.J, Land Use and Planning, on page 101 of this Addendum, SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term

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[22] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[23] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. In so doing, the 2012–2035 RTP/SCS provides goals and policies that are inherently related to the reduction of GHG emissions.

The 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[24] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[25] Furthermore, the Modified Project is designed with a mix of land uses (e.g., stadium, retail, office, and restaurants) that would capture internal vehicular trips at the Project Site, thereby reducing VMT. The Project Site is also located on a previously developed urban site where substantial existing infrastructure is in place. In accordance with Project Design Feature G-3, the Modified Project would include numerous features to reduce vehicular traffic, including preferential parking for alternative-fueled vehicles and carpools, encouraging the use of mass transit, and encouraging pedestrian and bicycling as viable means of accessing the Project Site by employees and visitors. Specifically, with regard to preferential parking for alternative-fueled vehicles, ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site would be constructed to accommodate the future placement of facilities for the recharging of electric vehicles pursuant to Project Design Feature G-3. These measures would reduce vehicle miles traveled and usage of petroleum based fuels. The Project Site location provides convenient pedestrian access to several stops on the Exposition Line Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality

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[23] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[24] *Ibid, pp. 114.*

[25] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Overall, and as discussed further in Section IV.J, Land Use and Planning, on page 101 of this Addendum, the Modified Project would be consistent with the 2012–2035 RTP/SCS, which is a relevant regional plan adopted for the purpose of reducing GHG emissions.

California's Cap-and-Trade Program

The *Climate Change Scoping Plan* identifies a cap-and-trade program as one of the strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80-percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

Under the approved Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period[26] and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update:

> *The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their*

[26] *A "compliance period" is the time frame during which the compliance obligation is calculated. The years 2013 and 2014 are the first compliance period, the years 2015–2017 are the second compliance period, and the third compliance period is from 2018–2020.*

> *GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.*[27]

In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions.[28] If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

> *The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap.*[29] *[…]*
>
> *[T]he Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions.*[30]

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[27] *CARB. First Update to the Climate Change Scoping Plan: Building on the Framework at 86 (May 2014) (emphasis added).*

[28] *Id.*

[29] *Id., at p. 88.*

[30] *Id., at pp. 86–87. See also CARB's 2013 Annual Compliance Obligation of the Cap-and-Trade Program reported 100 percent compliance for entities subject to the program, www.arb.ca.gov/cc/capandtrade/2013compliancereport.xlsx.*

In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California whether generated in-state or imported.[31] Accordingly, GHG emissions associated with CEQA projects' electricity usage would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[32] While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015.[33]

The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

As demonstrated above, GHG emissions attributable to electricity use and VMT, as well as stationary source GHG emissions, would be reduced by the Cap-and-Trade Program. As such, these GHG emissions are reduced by an existing regulatory scheme designed to address the cumulative problem of climate change. Accordingly, the Modified Project's GHG emissions in these categories, which are reduced by the Cap-and-Trade Program, would not be considered cumulatively considerable per the guidance provided in CEQA Guidelines Section 15064(h)(3).

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[31] *17 CCR § 95811(b).*

[32] *17 CCR §§ 95811 and 95812(d).*

[33] *Id., at § 95851(b) (emphasis added).*

Executive Orders S-3-05 and B-30-15

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As analyzed above, the Modified Project is consistent with AB 32. Therefore, the Modified Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. These goals have not been codified.[34] However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its *Climate Change Scoping Plan*, CARB acknowledged that the "measures needed to meet the 2050 target are too far in the future to define in detail."[35] In the First Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."[36] Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the Modified Project's impacts further relative to the 2030 and 2050 goals is speculative for purposes of CEQA.[37] Moreover, CARB has not calculated and released the BAU emissions projections for 2030 or 2050, which are necessary data points for quantitatively analyzing a CEQA project's consistency with these targets.

Although the Modified Project's emissions levels in 2030 and 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the proposed Modified Project's emissions level to

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[34] *Senate Bill (SB) 32, which currently is being considered by the State Assembly, would codify Governor Schwarzenegger's Executive Order S-3-05 goal of cutting GHG emissions to 80 percent below 1990 levels by 2050. In addition, on June 1, 2015, the California Senate amended SB 32 to also codify the interim goal set forth in Executive Order B-30-15 for GHG emissions levels to be 40 percent below 1990 levels by 2030, and to authorize CARB to adopt an additional interim GHG emissions level target for 2040.*

[35] *CARB, Scoping Plan, p. 117, December 2008.*

[36] *CARB, First Update, p. 32, May 2014. Website www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed March 2, 2015.*

[37] *See 14 Cal. Code Regs § 15145 ("If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.").*

decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Modified Project's emissions total at build-out presented in Table 9 on page 80, represents the maximum emissions inventory for the Modified Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Modified Project emissions once fully constructed and operational, the Modified Project is considered to be consistent with the Executive Orders.

The *Climate Change Scoping Plan* recognizes that AB 32 establishes an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the state on a path to meet the long-term 2050 goal of reducing California's greenhouse gas emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate."[38] Also, CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed Modified Project's post-2020 emissions level to the extent applicable by law:[39,40] These emission reduction strategies include the following:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed Modified Project's emissions levels.[41] Additionally, further additions to California's renewable resource portfolio would favorably influence the proposed Modified Project's emissions levels.[42]

- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing

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[38] *Climate Change Scoping Plan at 15.*

[39] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[40] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94–99, May 2014.*

[41] *CARB, First Update, pp. 37–39, 85, May 2014.*

[42] *CARB, First Update, pp. 40–41, May 2014.*

transportation systems all will serve to reduce the proposed Modified Project's emissions levels.[43]

- **Water Sector:** The proposed Modified Project's emissions levels will be reduced as a result of further desired enhancements to water conservation technologies.[44]

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the proposed Modified Project's emissions levels.[45]

The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. Although the Cap-and-Trade Program would remain in effect in post-2020, it is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[46] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target."[47] The "expected completion date" for this recommended action is 2017.[48]

In addition to CARB's First Update, in January 2015, during his inaugural address, Governor Jerry Brown expressed a commitment to achieve "three ambitious goals" that he would like to see accomplished by 2030 to reduce the State's GHG emissions: (1) increasing the State's Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030; (2) cutting the petroleum use in cars and trucks in half; and (3) doubling the efficiency of existing buildings and making heating fuels cleaner.[49] These expressions of Executive Branch policy may be manifested in adopted legislative or regulatory action

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[43] *CARB, First Update, pp. 55–56, May 2014.*

[44] *CARB, First Update, p. 65, May 2014.*

[45] *CARB, First Update, p. 69, May 2014.*

[46] *But see AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

[47] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

[48] *Id.*

[49] *Transcript: Governor Jerry Brown's January 5, 2015, Inaugural Address, www.latimes.com/local/political/la-me-pc-brown-speech-text-20150105-story.html#page=1, accessed March 2, 2015.*

through the state agencies and departments responsible for achieving the State's environmental policy objectives, particularly those relating to global climate change.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050.[50] Even though these studies do not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends, such as the increasing importance of web-based shopping, the emergence of different driving patterns by the "millennial" generation and the increasing effect of Web-based applications on transportation choices, are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years, and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. Therefore, the Modified Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

(iii) Conclusion

Given the Modified Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, as was the case with the Original Stadium Project. Furthermore, the Modified Project would comply with plans, programs, and regulations that reduce GHG

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[50] *Energy and Environmental Economics (E3), "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80% below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.*

emissions. Indeed, many Modified Project-related emissions would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program, such as energy, mobile, and construction emissions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to GHG emissions, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features

The Modified Project would implement the following Project Design Features related to GHG emissions:

PDF G-1: The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

PDF G-2: The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

PDF G-3: The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled:

- Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.)
- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles
- Reduced price Metro transit passes for project employees
- Printed transit information on tickets

In addition, refer to the Project Design Features and Mitigation Measures in Section IV.P, Utilities and Service Systems, on page 171 of this Addendum, which would indirectly reduce GHG emissions by reducing the Modified Project's resource consumption and waste generation.

H. Hazards and Hazardous Materials

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hazards and hazardous materials would be less than significant under the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to hazards and hazardous materials could occur if a project were to expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. The Certified EIR analyzed the demolition of the existing Sports Arena and stated that there is a potential for the Sports Arena to contain asbestos containing materials (ACMs) and lead. Subsequent to the preparation of the Certified EIR, an ACM Survey was conducted for the Sports Arena in January 2012 (see Appendix L of this Addendum), which confirmed that ACMs are present in some ceiling materials, roofing materials, ceiling tiles, floor tiles and mastic, and insulation.

As stated in the Certified EIR, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. As with the Original Stadium Project, construction of the Modified Project would involve demolition of the Sports Arena and compliance with SCAQMD Rule 1403, which would ensure impacts would be less than significant for the Modified Project. With regard to lead-based paint, prior to issuance of a demolition permit, the Applicant would be required to submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted for the Sports Arena. If lead-based paint is found, the Applicant must comply with all procedural requirements and regulations for proper lead removal and disposal, which would ensure that impacts related to lead-based paint would be less than significant. Construction of the Modified Project would conform to these requirements. Furthermore, similar to the Original Stadium Project, fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be used, handled, and stored on the Project Site during construction of the Modified Project. Like with the Original Stadium Project, all potentially hazardous materials associated with construction of the Modified Project would be used and stored in accordance with applicable regulatory requirements and manufacturers' instructions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with

respect to handling ACM, lead-based paint, and hazardous materials during construction would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

The Certified EIR also analyzed potential impacts related to hazards and hazardous materials during operation of the Original Stadium Project. As stated therein, minor amounts of hazardous materials such as motor oil, paints, solvents, pesticides, herbicides and fertilizers may be used at the Project Site. However, the use and disposal of such materials would be in compliance with the State Health and Safety Code, the LAMC, and the Uniform Fire Code (UFC). Therefore, the Certified EIR concluded that operation of the Original Stadium Project would not result is any significant impacts associated with hazards or hazardous materials. The general use of the stadium and the types and quantities of hazardous materials that could be used and stored in association with stadium operations would not change with the design and use modifications proposed under the Modified Project. The Modified Project also would provide Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including office and conference facilities, a museum, and retail and restaurant uses. These types of land uses are not typically associated with the use and handling of substantially hazardous materials. Rather, the types and quantities of hazardous materials that could be used during operation of the Ancillary Uses would be similar to those analyzed in the Certified EIR (e.g., motor oil, paints, solvents, pesticides, herbicides and fertilizers), and would be characteristic of typical commercial land uses. Furthermore, consistent with the Certified EIR's analysis, all potentially hazardous materials associated with operation of the Modified Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to the use, handling, and storage of hazardous materials would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

Subsequent to the preparation of the Certified EIR, a Phase I Environmental Site Assessment (Phase I ESA) dated August 26, 2015 was conducted for the Project Site. The Phase I ESA is included in Appendix M of this Addendum. To identify potential on-site hazards, the Phase I ESA included interviews with property owner representatives, a review of environmental records, a site reconnaissance, historical reviews, and interviews with public agency personnel. The Phase I ESA identified the following environmental concerns on the Project Site:

- Various containers of paint, oil, coolant, gasoline, and propane, as well as batteries and tires, that would be removed and disposed of in conjunction with demolition activities;

- Exterior evaporate Chillers that contain ACMs (not previously identified in the ACM Survey discussed above) located north of the VIP Parking Lot;

- Leaking piping containing glycol located underneath the Sports Arena floor; and

- The potential presence of a historical gasoline tank on the Project Site related to development prior to construction of the Sports Arena. No records were found related to the potential gasoline tank; therefore, it is unknown if it was an above-ground storage tank (AST) or underground storage tank (UST). According to the Phase I ESA, the approximate location of the tank was near the southern boundary line of the Project Site.

No significant stains or spills were observed in the areas where hazardous materials are stored on-site, and all materials appeared to be property stored and maintained. During demolition activities under the Modified Project, hazardous materials on the Project Site would be handled, transported, and disposed of in accordance with manufacturers' instructions and applicable federal, state, and local regulations. The Chillers, glycol, and glycol-related materials would also be removed and disposed of in accordance with applicable regulations. As stated above, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. With regard to the potential historical gasoline storage tank on-site, the Phase I ESA recommended that a geophysical survey be conducted to further evaluate the area for a possible tank excavation. Accordingly, Mitigation Measures MP-H-1 and MP-H-2[51] are recommended below. Mitigation Measures MP-H-1 and MP-H-2 have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of these measures, the Modified Project's potential impacts with respect to hazards and hazardous materials would be less than significant. Additionally, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City,[52] so no further analysis of issues related to methane are required.

Based on the above, with implementation of Mitigation Measures MP-H-1 and MP-H-2, the Modified Project would not result in any new significant impacts with respect to

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[51] *New mitigation measures that are recommended for the Modified Project in this Addendum are noted with the prefix "MP."*

[52] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

hazards and hazardous materials, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Mitigation Measures

The Modified Project would implement the following Mitigation Measures to mitigate potential impacts to hazards and hazardous materials to a less-than-significant level:

Mitigation Measure MP-H-1: Prior to the issuance of a demolition permit, a geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.

Mitigation Measure MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering, evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.

I. Hydrology and Water Quality

The following analysis is based on the Hydrology and Water Quality analysis provided in Section IV.E of the Certified EIR, and on the Hydrology and Water Quality Technical Memorandum (Hydrology Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated September 2, 2015, which is included in Appendix N of this Addendum. The Hydrology Report identifies potential surface water and groundwater hydrology and water quality impacts that may be associated with the Modified Project and determines whether the Modified Project would result in new significant impacts not previously identified in the Certified EIR.

(a) Construction

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during construction of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measures E-1 and E-3 are included in the Certified EIR to further ensure implementation of the applicable regulatory requirements that support this conclusion (i.e., compliance with a SWPPP and NPDES waste discharge requirements, respectively). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water hydrology and water quality impacts during construction, the Original Stadium Project was required to prepare and implement a SWPPP, as reflected in Mitigation Measure E-1 in the Certified EIR. The SWPPP would be prepared and implemented in compliance with the Construction General Permit administered by the State Water Resources Control Board (SWRCB).[53] The SWPPP would include temporary controls, or BMPs, to address construction impacts to hydrology and water quality, particularly during soil disturbing activities when soils are exposed to wind, rain, and concentrated flows that cause erosion, and that would minimize the transmission of sediment into the storm drain system. The SWPPP control measures would be designed to convey the 25-yr and 50-yr rainfall events from the Project Site. Additionally, the SWPPP would also address proper usage and storage of common construction materials such as vehicle fluids (e.g., oil, grease, etc.), asphalt concrete and Portland cement concrete, paints, solvents and thinners, metals and plated products and fertilizers. Finally, the SWPPP would address construction related waste such as wastewater from vehicle cleaning operations, trash from material packaging, employee's

[53] *Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2012-0006-DWQ.*

meal breaks, slurries from sawing and grinding operations, wastewater/waste from concrete washout operations and sanitary waste. The Certified EIR concluded that following the implementation of Mitigation Measure E-1, which requires implementation of a SWPPP, impacts to surface water hydrology and water quality during construction would be less than significant under the Original Stadium Project.

Construction activities under the Modified Project would be substantially similar to those of the Original Stadium Project in terms of the amount of ground disturbance and the types of pollutants that could be introduced to the Project Site. As is the case for the Original Stadium Project, potential impacts to surface water quality and hydrology would be mitigated to a less-than-significant level through preparation and implementation of a SWPPP. Mitigation Measure E-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to surface water hydrology and water quality under the Modified Project would be less than significant through implementation of a SWPPP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-1 of the Certified EIR. No additional mitigation measures are required.

As it relates to impacts to groundwater during construction, the Certified EIR stated that the Project Site is not an area that provides substantial groundwater recharge. Furthermore, the project contractor would be required to comply with existing regulatory requirements pertaining to water quality that would ensure that the Original Stadium Project would not result in any significant impacts to groundwater. Such requirements include the preparation and implementation of a SWPPP as reflected in Mitigation Measure E-1 in the Certified EIR, and compliance with NPDES waste discharge requirements for construction dewatering, which is reflected in Mitigation Measure E-3 in the Certified EIR. Therefore, the Certified EIR concluded that the Original Stadium Project would not adversely affect groundwater conditions with implementation of the aforementioned mitigation measures.

As discussed in the Hydrology Report, and consistent with the analysis in the Certified EIR, appreciable groundwater recharge does not occur on the Project Site. Furthermore, as discussed above, the Modified Project's SWPPP would include BMPs for the proper handling, storage, and disposal of hazardous materials during construction to avoid subsurface contamination. With regard to the potential for encountering groundwater during construction, as discussed in the Hydrology Report, the proposed stadium under the Modified Project would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, consistent with the Original Stadium Project. The

basement level of the Sports Arena currently extends to a depth of approximately 25 feet below grade level (approximately el 155).[54] The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. As discussed above in Section IV.F, Geology and Soils, of this Addendum (see page 69), based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Both historical groundwater levels and recently monitored groundwater levels are well below the lowest proposed grade of the Modified Project (refer to Section IV.F, Geology and Soils, on page 69). Therefore, it is not expected that groundwater would be encountered during construction of the Modified Project. Nonetheless, the potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Therefore, while not anticipated, temporary construction dewatering may be required. Construction dewatering, if required, would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, in accordance with Project Design Feature F-1 in Section IV.F, Geology and Soils. Additionally, Mitigation Measure E-3 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, which requires that construction dewatering comply with applicable NPDES permit requirements. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to groundwater under the Modified Project would be less than significant through compliance with Mitigation Measures E-1 and E-3 of the Certified EIR. No additional mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, construction of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during operation of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measure E-2 is included in the Certified EIR to further ensure implementation of the applicable regulatory

[54] *With respect to NAVD.*

requirements that support this conclusion (i.e., compliance with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water quality, the Certified EIR stated that the Original Stadium Project would have the potential to introduce additional contaminants that could impact the urban runoff flows on the Project Site, such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. As reflected in Mitigation Measure E-2 in the Certified EIR, the Original Stadium Project would be required to prepare and implement a SUSMP in accordance with the Los Angeles County RWQCB MS4 Program, which would reduce surface water quality impacts to a less-than-significant level. The Modified Project would introduce similar types of pollutants to the Project Site as the Original Stadium Project. As is typical of commercial developments with restaurant uses, anticipated pollutants would include pathogens, nutrients, pesticides, sediments, trash and debris, oxygen demanding substances and oil and grease. Like the Original Stadium Project, the Modified Project would be subject to Mitigation Measure E-2 in the Certified EIR and would be required to prepare and implement a SUSMP with permanent on-site BMPs to reduce the quantity and improve the quality of rainfall runoff from the Project Site. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[55] LID consists of site design approaches and BMPs that are designed to address runoff and pollution at the source. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The LID ordinance requires rainwater from a 0.75-inch rainstorm to be captured, infiltrated, and/or used on-site at most developments and redevelopments where more than 500 square feet of hardscape is added. In so doing, the City's LID Manual prioritizes the following BMPs: infiltration systems, stormwater capture and use, high efficient biofiltration/bioretention systems, or a combination of the above. The Modified Project would incorporate one or more of these BMPs to achieve compliance with LID Ordinance requirements. Because runoff from the Project Site is currently untreated, implementation of the Modified Project would result in a beneficial impact with regard to surface water quality as compared to existing conditions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), operational impacts with respect to surface water quality under the Modified Project would be less than significant (and in fact

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[55] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

beneficial) through implementation of applicable regulatory requirements, including compliance with a SUSMP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-2 of the Certified EIR, and the City's LID Ordinance. Mitigation Measure E-2 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. No additional mitigation measures are required.

With regard to surface water hydrology, as stated in the Certified EIR, the Project Site in its existing state is mostly impervious. Stormwater that is not absorbed in the pervious areas is collected as runoff and is conveyed via sheet flow to the City storm drainage systems in Hoover Street and Martin Luther King, Jr. Boulevard. The Sports Arena roof, the eastern depressed areas, and some structured areas collect stormwater runoff into a building drainage system and utilize pumps to convey the stormwater to the existing surface drainage system. The Certified EIR concluded that permeable areas would slightly increase as compared to the existing conditions under the Original Stadium Project, thereby improving runoff conditions by reducing the flow to the storm drain system. Therefore, because stormwater runoff conditions would be improved compared to existing conditions, the Certified EIR determined that surface water hydrology impacts under the Original Stadium Project would be less than significant. The Hydrology Report analyzes post-development stormwater flows based on the Modified Project design. The amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. As shown in Table 10 on page 100, peak flow rates from the Project Site would not increase under the Modified Project during a 25- or 50-year storm event. Therefore, the Modified Project would not create nor contribute to stormwater runoff levels that would exceed the capacity of the existing storm water drainage systems. Accordingly, consistent with the Certified EIR's conclusions for the Original Stadium Project, the Modified Project's potential surface water hydrology impacts would be less than significant. No mitigation measures are required.

The Certified EIR also analyzed the Original Stadium Project's potential operational impacts on groundwater. As stated therein, the Project Site is not an area that provides substantial groundwater recharge, and the Original Stadium Project would not affect this condition. Furthermore, the Project Site is not a source of groundwater pumping for potable water usage. Therefore, the Certified EIR concluded that impacts related to groundwater would be less than significant during operation of the Original Stadium Project. Similar to the Original Stadium Project, the Modified Project would be serviced by the municipal water and sewer system, and no production wells would be installed. As stated above, the amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. The Modified Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge since limited groundwater recharge currently occurs on-site. Furthermore, the Modified Project would implement BMPs pursuant to SUSMP

Table 10
Modified Project Peak Stormwater Flowrates

Site Condition	Rational Method Runoff Coefficient	Q25 (cfs)	Q50 (cfs)
Existing	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8
Proposed	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8

Q25 = peak runoff rate during 25-year storm event
Q50 = peak runoff rate during 50-year storm event
cfs = cubic feet per second
Source: Langan Engineering and Environmental Services, Inc., 2015.

requirements (pursuant to Certified EIR Mitigation Measure E-2) and the City's LID Ordinance to control and mitigate surface pollutants. Therefore, consistent with the conclusions in the Certified EIR, the Modified Project would result in less than significant impacts associated with groundwater hydrology and quality.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, operation of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Mitigation Measures

The following mitigation measures were included in the Certified EIR to reflect the regulatory requirements that would ensure that the Original Stadium Project's hydrology and water quality impacts would be less than significant. These Mitigation Measures would continue to be implemented as part of the Modified Project, as revised, and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum:

EIR Mitigation Measure MM E-1: The ~~Project~~ Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits.

EIR Mitigation Measure MM E-2: The ~~Project~~ Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the

satisfaction of the City of Los Angeles Department of Building and Safety.

EIR Mitigation Measure MM E-3: The ~~Project~~ Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").

J. Land Use and Planning

(a) Consistency with Regulatory Framework

The Certified EIR for the Original Stadium Project concluded that impacts related to consistency with applicable land use plans and policies would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. Specifically, the Certified EIR determined that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations on the Project Site, the Exposition/University Park Redevelopment Plan,[56] the California Museum of Science and Industry (CMSI)/Exposition Park Master Plan, and applicable regional plans and regulations. Although impacts would be less than significant, the Certified EIR included Mitigation Measure F-1 to reinforce requirements for permits and discretionary approvals to ensure land use consistency. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the Original Stadium Project including conference facility and office space, a museum, and retail and restaurant uses. The Modified Project would also require the following discretionary approvals that were not specifically considered in the Certified EIR's analysis of the Original Stadium Project:

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[56] *On December 29, 2011, the California Supreme Court issued its decision in the* California *Redevelopment Association v. Matosantos case. The decision upheld the recently enacted State law, Assembly Bill (AB)X1 26, dissolving all California redevelopment agencies, including the Community Redevelopment Agency of the City of Los Angeles. The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve the redevelopment plans. Therefore, the Exposition/University Park Redevelopment Plan and its requirements for development are still in effect and are overseen by a Designated Local Authority (DLA).*

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage;
- Possible Board of Police Commissioners permit for extended interior construction hours;
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

The following analysis focuses on the potential for the Modified Project's Ancillary Uses and additional discretionary approvals to result in new significant impacts with respect to land use consistency that were not previously identified in the Certified EIR.

As stated in the Certified EIR, the Project Site is subject to the following state, regional, and local land use regulatory authorities, plans, and policies: (1) State—CMSI/ Exposition Park Master Plan; (2) Regional—Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG), 2008 Regional Comprehensive Plan (RCP), and Compass Growth Vision; South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); Regional Water Quality Control Board (RWQCB); and Metropolitan Transportation Authority's (MTA) Congestion Management Plan (CMP); and (3) Local—the City of Los Angeles' General Plan, South Los Angeles Community Plan, Exposition/University Park Redevelopment Plan, and Planning and Zoning Code. The Project Site is also regulated by the City of Los Angeles' Coliseum District Specific Plan. Additionally, since certification of the Certified EIR, SCAG adopted its 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which also pertains to the Project Site. The AQMP was also updated in 2012. Finally, while the Certified EIR addressed the Project Site's location within the Los Angeles State Enterprise Zone, the California State Enterprise Zone program has since ended and is no longer applicable to the Project Site. The Modified

Project's consistency with the applicable land use plans and policies noted above is addressed below.

(i) State

As stated in the Certified EIR, the CMSI/Exposition Park Master Plan (Master Plan) includes goals and objectives oriented around developing, preserving, and restoring the following areas within Exposition Park: (1) the CMSI; (2) the Science Museum School; (3) the Science Educational Resource Center; (4) the California African-American Museum; (5) park landscaping and open space areas; (6) parking and circulation facilities; and (7) ancillary infrastructure improvement areas. The Master Plan does not include any goals or objectives related to specific alterations or renovation of the Sports Arena, and makes no specific reference with respect to goals or objectives for the long-term use of the Sports Arena. Notwithstanding, the Certified EIR determined that the Original Stadium Project would be consistent with the six general objectives of the Master Plan because it would: reinforce Exposition Park's role as a major regional community resource in the southern California region by replacing the underutilized Sports Arena with a modern, world-class sports complex; provide enhanced landscape and pedestrian circulation areas; implement a traffic management plan to minimize traffic and parking impacts on days when major events are scheduled; be compatible in scale, height, materials, architectural quality and site orientation within the context of Exposition Park as well as the surrounding built environment; and provide provisions for coordinated marketing, security, maintenance arrangements, parking, transit access, and programming with Exposition Park management, as needed for the redeveloped Project Site. The Modified Project's proposed modifications to the Original Stadium Project would not change these conclusions.

Specifically, the Modified Project would continue to reinforce Exposition Park's role as a major regional community resource in southern California by replacing the Sports Arena with a modern, world-class sports complex, and would involve substantially similar features to the Original Stadium Project that the Certified EIR concluded would be consistent with the Master Plan. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including: (1) the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas; and (2) the Figueroa Street pedestrian improvements, which would include a broad pedestrian sidewalk featuring enhanced landscape and streetscape, providing sufficient space for patrons to circulate and queue on event days, and, an inviting and safe pedestrian environment on non-event days. The Modified Project's proposed Ancillary Uses would provide additional amenities to support stadium operations, including year-round restaurant and retail uses, which would enable the creation of a state-of-the-art sports and entertainment complex that is better able to

compete with similar, modern facilities. The Ancillary Uses would therefore further promote the Modified Project's consistency with Master Plan Objective 1, to reinforce the park as a regional and community resource, and Objective 3, to develop employment and cultural opportunities within the park to benefit area residents. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park, and therefore the Modified Project would continue to be consistent with Master Plan Objective 5. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the general objectives of the Master Plan, and impacts would be less than significant. No mitigation measures are required.

(ii) Regional

As stated in the Certified EIR, the Project Site is located within SCAG's planning region. SCAG is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality. SCAG plans that currently apply to the Project Site include the 2012–2035 RTP/SCS, the Compass Growth Vision, and the 2008 RCP.

SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[57] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this approach, the 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[58] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[59]

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[57] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[58] *Ibid, pp. 114.*

[59] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

The Certified EIR did not include a discussion of the Original Stadium Project's consistency with the 2012–2035 RTP/SCS since the 2012–2035 RTP/SCS was adopted after the certification of the Certified EIR. However, the Certified EIR included an analysis of the Original Stadium Project's consistency with SCAG's 2008 Regional Transportation Plan (RTP), which preceded the 2012–2035 RTP/SCS (see Table IV.F-1 in the Certified EIR). The Certified EIR explained that the Project Site is already well served by regional and local transit lines. In addition, the Certified EIR explained that the Original Stadium Project would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the goals of the 2008 RTP to maximize mobility and accessibility for all people and goods in the region; preserve and ensure a sustainable regional transportation system; protect the environment, improve air quality and promote energy efficiency; and encourage land use and growth patterns that complement transportation investments, among others.

Like the Original Stadium Project, the Modified Project represents an infill development within an existing urbanized area that would concentrate new development in proximity to public transit opportunities (e.g., Expo Light Rail, Harbor Transitway BRT station), thereby minimizing vehicle trips, vehicle miles traveled (VMT), and resulting air pollution. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Furthermore, the Modified Project would provide bicycle parking for a minimum of 440 bicycles (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium. Also like the Original Stadium Project, the Modified Project would revitalize an urban infill site that is already equipped with the infrastructure to support a major sports and entertainment venue by replacing the underutilized Sports Arena with a modern, world-class sports complex. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas, as well as other public open space areas around the Project Site. As discussed in Section IV.G, Greenhouse Gas Emissions, on page 75 of this Addendum, the Modified Project would incorporate "Green" principles throughout the development to comply with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) and the sustainability intent of the U.S. Green Building Council's LEED® program. These include energy conservation, water conservation, and waste reduction features that exceed the requirements and commitments applicable to the Original Stadium Project. Therefore,

consistent with the conclusions in the Certified EIR for the Original Stadium Project (which pertained to 2008 RTP consistency), the Modified Project would be consistent with the applicable goals and principles set forth in the 2012–2035 RTP/SCS. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Compass Growth Vision is driven by four key principles: (1) Mobility –Getting where we want to go, (2) Livability—Creating positive communities, (3) Prosperity—Long-term health for the region, and (4) Sustainability—Preserving natural surroundings. SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the key principles would best serve the goals of the Compass Growth Vision to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations. Since certification of the Certified EIR, the 2% Strategy Opportunity Areas have been effectively replaced with the High-Quality Transit Areas established in the 2012–2035 RTP/SCS, as discussed above. The Certified EIR stated that the Original Project would provide an updated public venue for outdoor recreational opportunities or civic events in response to changing community needs and market conditions, revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility and site conditions. In addition, the Certified EIR stated that the Original Stadium Project would provide employment opportunities and would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the Compass Growth Vision principles. The Modified Project builds upon the energy conservation features previously identified in the Certified EIR and would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC), in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. For the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS, the Modified Project would also be consistent with the principles set forth in the Compass Growth Vision, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Regional Comprehensive Plan (RCP) was adopted by SCAG in October of 2008 and serves as an advisory document for (voluntary) use by local governments in the SCAG region as an informational resource, and as a reference document for their use in developing plans and addressing local issues of regional significance. The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). Because of its advisory nature, the RCP is not used in SCAG's Intergovernmental Review process for regionally significant projects. Rather, SCAG reviews new major regional projects based on consistency with the 2012–2035 RTP/SCS and Compass Growth Vision, described above. As stated in the Certified EIR, according to SCAG, the Original Stadium Project was not considered regionally significant pursuant to SCAG Intergovernmental Review (IGR) Criteria and Section 15206 of the CEQA Guidelines. Since consistency with the 2008 RCP was not required, a consistency analysis was not provided in the Certified EIR, though, as discussed above, the Certified EIR did address the Original Stadium Project's consistency with the 2008 RTP (which preceded the 2012–2035 RTP/SCS and was in effect at the time of the Certified EIR) and the Compass Growth Vision. The changes proposed by the Modified Project would not make the Modified Project regionally significant pursuant to SCAG and CEQA criteria. Although an analysis of consistency with the RCP is not required, as was the case at the time the Certified EIR was prepared, it is noted that the Modified Project would be substantially consistent with the applicable goals and policies set forth in the RCP for the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS.

As stated in the Certified EIR, the Original Stadium Project is subject to the requirements of the SCAQMD's AQMP. The AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the air basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. As analyzed in Section IV.C, Air Quality, on page 49, the Modified Project would also be consistent with the 2012 AQMP, which was adopted subsequent to the preparation of the Certified EIR, and its applicable population, housing, and employment projections. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Original Stadium Project is subject to the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The Certified EIR determined that the Original Stadium Project would be consistent with

RWQCB requirements during construction and operation (e.g., requirements pursuant to the National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit). As analyzed in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, the Modified Project would also be consistent with applicable RWQCB requirements, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[60] Therefore, impacts would be less than significant and no mitigation measures are required.

Finally, the Certified EIR explained that the Original Stadium Project is subject to the requirements of the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP). The CMP requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The Certified EIR determined that the Original Stadium Project would be consistent with the CMP because it would not significantly impact any CMP roadway segments or freeway on-/off-ramps. As analyzed in Section IV.O, Traffic/Transportation/ Parking, on page 149 of this Addendum, the Modified Project would also be consistent with the CMP and would not significantly impact any CMP roadway segments, freeway on-/off-ramps, or transit facilities. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

(iii) Local

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles (City) and defines citywide policies regarding land use. The General Plan Framework defines citywide policies that influence the Community Plans and most of the City's General Plan Elements. The policies are organized by chapters that address land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services.

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[60] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/ files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

The Land Use Chapter of the General Plan Framework provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories which are broadly described by ranges of intensity/density, heights, and lists of typical uses. The designated land use categories are Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, Mixed-Use Boulevards, and Industrial Districts. These land use categories do not connote land use entitlements or affect existing zoning for properties in the City and are intended to serve as a guideline for the Community Plans.[61] The Project Site is located adjacent to and partially within a designated Regional Center that generally corresponds with Figueroa Street.[62] A Regional Center is defined as:

> *…a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Generally different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.*

The Land Use Chapter also indicates that Martin Luther King, Jr. Boulevard adjacent to the Project Site is designated as a Mixed Use Boulevard.[63] Mixed Use Boulevards are described as connections between the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Additionally, the Framework Element designates the Project Site as being located within a Pedestrian-Oriented District that generally corresponds with Figueroa Street.[64] Pedestrian-Oriented Districts are defined as "commercial and mixed-use

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[61] *As indicated in Chapter 1 of the General Plan Framework, the General Plan Framework neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and Community Plans. The General Plan Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.*

[62] *General Plan Framework, Figure 3-2, Long Range Land Use Diagram—South Los Angeles, http://planning.lacity.org/cwd/framwk/chapters/03/F32SLAMp.pdf, accessed August 14, 2015.*

[63] *Ibid.*

[64] *General Plan Framework, Figure 8-2, Citywide Pedestrian and Transit-Related Priorities, http://cityplanning.lacity.org/cwd/framwk/chapters/08/fig8-2.htm, accessed August 14, 2015.*

districts that promote pedestrian activity. Such districts can become community-oriented focal points that are differentiated from the prevailing pattern of development and reduce the use of the automobile."[65]

The Certified EIR did not include a detailed analysis of the Original Stadium Project's consistency with the General Plan Framework. Therefore, the following discussion focuses on the Modified Project's consistency with the various land use designations established for the Project Site and the vicinity in the General Plan Framework. As described above, each of these designations supports an overall vision of high-density, mixed-use, and pedestrian-oriented development in the Project Site vicinity, particularly along the Figueroa Street corridor. The Modified Project would implement the intent of the General Plan Framework Land Use Element by revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility. Specifically, the Modified Project would replace the underutilized Sports Arena with a modern, world-class sports complex with direct access from Figueroa Street; provide enhanced landscape and pedestrian circulation areas including pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas; and provide a mix of land uses that would support stadium operations, including year-round restaurant and retail uses, thereby enabling the creation of a state-of-the-art sports and entertainment complex that can serve as a major regional destination. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park. Therefore, the Modified Project would be consistent with the intent of the General Plan Framework Land Use Element. Impacts would be less than significant and no mitigation measures are required.

The South Los Angeles Community Plan functions as the Land Use Element of the City's General Plan that is applicable to the Project Site. As discussed in the Certified EIR, the South Los Angeles Community Plan designates the Project Site and all of Exposition Park as Open Space (OS), and also identifies Exposition Park as a "major opportunity site." The OS designation permits parks, community centers and public serving facilities under the ownership or operation of a public agency. The Project Site is owned by the Sixth District Agricultural Association, a state agency. The Certified EIR determined that the Original Stadium Project would be consistent with the Open Space (OS) designation by providing a publicly oriented facility, and that it would be consistent with relevant policies set forth in the South Los Angeles Community Plan related to preserving recreational

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[65] *General Plan Framework, Chapter 3, Land Use.*

facilities and park space, and fostering public appreciation of historic resources in Exposition Park, specifically the Coliseum.

As compared to the Original Stadium Project, the Modified Project's stadium component would be similarly consistent with the South Los Angeles Community Plan. In addition, the Modified Project and its proposed Ancillary Uses would promote consistency with other South Los Angeles Community Plan policies. Specifically, the Modified Project's proposed museum would be consistent with the definition of Open Space in the Community Plan to provide for educational opportunities and cultural values. In addition, by developing a state-of-the-art sports and entertainment complex while preserving significant open space and public gathering areas, the Modified Project would be consistent with the definition of Open Space in the Community Plan to preserve and create community identity. The Modified Project's restaurant, retail, conference and office space uses, which are all ancillary facilities supporting the stadium, would also be consistent with the South Los Angeles Community Plan's principles for the "major opportunity site" of Exposition Park, which includes providing the opportunity for a variety of jobs and job training for community residents and allowing development that is reflective of community needs. By providing increased job opportunities within Exposition Park in uses that would operate seven-days a week, the Modified Project's Ancillary Uses would help address the community's need for increased local jobs, while providing a variety of jobs and job training for area residents. In addition, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas. These features would further South Los Angeles Community Plan Objective 5-1 to develop new open space areas in Exposition Park. Additionally, as discussed in Section IV.E, Cultural Resources, on page 61 of this Addendum, impacts to historic resources, including the adjacent Coliseum, would be less than significant and would not change under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would remain consistent with the South Los Angeles Community Plan. Impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Project Site and all of Exposition Park are located within the Exposition/University Park Redevelopment Plan. Specifically, the Project Site is located within the Redevelopment Plan's Exposition Sub Area. As explained in the Certified EIR, real property that is owned or controlled by the State of California or the Coliseum Commission, including the Project Site, is not subject to the requirements and

policies of the Redevelopment Plan.[66] Nevertheless, the Certified EIR analyzed the Original Stadium Project's consistency with the Redevelopment Plan and determined it would be consistent with the Project Site's Public Use designation because it would replace the underutilized Sports Arena with a modern, world-class sports complex that is consistent with the site's history and would result in the development of a public venue for public, private and civic use. Further, because it would foster economic growth along the Figueroa Corridor, the Certified EIR determined that the Original Stadium Project would be consistent with the goals identified in the Community Redevelopment Agency of the City of Los Angeles' Five Year Implementation Plan. Finally, the Certified EIR examined the applicable Redevelopment Plan goals to the Project Site, including goals related to the elimination of blight and to conserve, rehabilitate, and redevelop the Expanded Project Area and provide for well-planned community uses and facilities, and determined that the Original Stadium Project would be generally consistent with those goals.

Like the Original Stadium Project, the Modified Project is located on the Project Site owned by the Sixth District Agricultural Association (State of California) and controlled by the Coliseum Commission, and accordingly the Modified Project is not subject to the requirements of the Exposition/University Park Redevelopment Plan. Nevertheless, an analysis of Redevelopment Plan consistency is provided herein consistent with the Certified EIR analysis. The modifications proposed under the Modified Project would not change the Certified EIR's consistency analysis with the Redevelopment Plan. The Modified Project would continue to provide a world-class sports complex for public, private and civic use that is consistent with the Project Site's history. Further, the addition of the Modified Project's Ancillary Uses would provide for a more cohesive and successful development that is comparable to other recently-constructed MLS venues, and would further applicable goals related to fostering economic growth on the Figueroa Corridor, the elimination of blight, the redevelopment of the Project Area, and the provision of uses and facilities serving the community. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the Redevelopment Plan. Impacts would be less than significant and no mitigation measures are required.

As stated in the Certified EIR, the Project Site is zoned OS-1XL (Open Space, Extra Limited Height District 1) under the City's Planning and Zoning Code, as is the majority of

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[66] *Exposition Park was added to the Hoover Redevelopment Plan Area in 1983, and in 1984 the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) prepared a Master Plan for Exposition Park. However, the Master Plan was contested and was never formally adopted. In 1985, the CRA/LA and the State of California reached a settlement agreement that voided CRA/LA consultation, review, or control over State of California or Coliseum Commission properties within Exposition Park. (EPICC EIR, CRA/LA, 1999).*

Exposition Park. The Certified EIR determined that the Original Stadium Project would be consistent with allowable uses in the OS zone, which include park and recreation facilities and athletic fields. In addition, the Certified EIR determined that the Original Stadium Project would exceed the limitations of height district 1XL, and would need to seek discretionary relief from the Department of City Planning. The Certified EIR concluded that following the approval of discretionary land use entitlements from the City, the Original Stadium Project would be consistent with the applicable provisions of the Planning and Zoning Code, and no land use impact would occur.

In addition to the Project Site's zoning designation of OS-1XL, the Project Site is also located within the boundaries of the Coliseum District Specific Plan (Specific Plan). The Specific Plan provides additional land use regulations applicable to the site of the existing Sports Arena as well as the adjacent site of the Coliseum and immediately surrounding ancillary areas. As explained in Section 3.B of the Specific Plan, "[w]henever this Specific Plan contains provisions that establish regulations... which are different from, more restrictive or more permissive than what would be allowed pursuant to the provisions contained in the LAMC [Los Angeles Municipal Code], this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances." Therefore, the land use regulations of the Specific Plan supersede those of the LAMC, including those of the OS-1XL zone.

The Specific Plan currently permits a variety of uses in the Specific Plan area, including the operation of sports, entertainment and public gathering facilities, the sale of concessions and alcoholic beverages for consumption on-site, the sale of merchandise and other retail uses, offices, restaurants, bars, cafes and outdoor eating areas, and museums and parking facilities. The Modified Project proposes a Specific Plan Amendment, an entitlement request that was not included as part of the Original Stadium Project. The proposed Specific Plan amendment would slightly modify the boundaries of the Specific Plan to align the northern and eastern Project Site boundaries with the southern and western edges of the South Coliseum Drive and Figueroa Street rights-of-way, respectively, and would expressly allow development standards for the Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses). Specifically, the proposed Specific Plan Amendment would expressly permit the development of an approximately 22,000 seat soccer stadium and approximately 119,000 gross square feet (approximately 105,900 square feet of floor area) of ancillary facilities as described in Section III, Project Description, on page 4. The total amount of development would not be permitted to exceed approximately 641,000 gross square feet. The maximum height of the stadium would not be permitted to exceed 115 feet above grade, and the maximum height of the associated ancillary facilities would be limited to approximately 75 feet above grade. In accordance with existing Specific Plan requirements, front, side, or rear yards or building setbacks would not be required.

The proposed Specific Plan amendment would also clarify the applicability of certain Specific Plan provisions to the Project Site. Although the Specific Plan area encompasses the Project Site, many of the purposes, definitions, permitted uses, design regulations, on-site alcohol regulations, and signage provisions currently stated in the Specific Plan either contemplate development at the adjacent Coliseum property, or do not clearly establish parameters for redevelopment of the Sports Arena. Further, the boundaries of various zones within the Specific Plan do not currently reflect the boundaries of the Coliseum property and the Project Site. The proposed Specific Plan Amendment would provide for the proposed development and operation of the Modified Project, as well as updated internal boundaries that appropriately distinguish between the Coliseum property and the Project Site, along with immediately surrounding areas and parking lots that serve both properties and Exposition Park.

Although the Modified Project is proposing an amendment to the Specific Plan to clarify certain provisions and to provide applicable development parameters for the Project Site, the Modified Project is compatible with the Specific Plan's generally permitted uses described above. Specifically, the Modified Project would include the operation of a sports, entertainment and public gathering facility; the sale of alcoholic beverages for consumption on-site; retail uses; offices; restaurants, bars, cafes and outdoor eating areas; a museum, exhibitions, cultural facilities; and other related uses. The Modified Project's application of these uses to the Project Site is generally consistent with the intent of the Specific Plan to provide for sports and cultural destination uses, along with ancillary facilities that support those uses within the Specific Plan area. Thus, with approval of the proposed Specific Plan Amendment, the Modified Project would be fully consistent with the Specific Plan, including all uses and facilities, development parameters, design regulations, and internal Specific Plan boundaries. Because the Specific Plan supersedes the LAMC, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would also be consistent with the LAMC. Further, pursuant to Section 6 of the Specific Plan, the City Planning Director must review all projects for compliance with the Specific Plan before any demolition, grading, foundation, building, sign or use of land permit can be issued. As discussed above, the Applicant has requested this compliance review for the proposed Modified Project, which will further confirm that the Modified Project is consistent with the Specific Plan, as amended. Therefore, impacts would be less than significant and no mitigation measures are required.

The Original Stadium Project did not include a detailed signage program. However, the Certified EIR stated that in the absence of any specific programmatic goals for signage, signage under the Original Stadium Project would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Since the certification of the Certified

EIR, the City has modified its policy regarding signage and now authorizes signage through a Supplemental Use Sign District (SUD) rather than being authorized through a Specific Plan. Therefore, as discussed in Section III, Project Description, on page 4 of this Addendum, the Modified Project is also requesting approval of an SUD to allow for the types and amounts of signage that would be included in the proposed development. Consistent with the signage program allowed under the existing Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the proposed Specific Plan Amendment, the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD. These actions would be consistent with the City's current policy mechanisms for regulating signage and would not represent a significant land use consistency impact. With approval of the proposed SUD, the Modified Project would be consistent with applicable land use plans and regulations related to signage. Impacts would be less than significant and no mitigation measures are required. For an analysis of the potential aesthetic impacts of the proposed signage program, refer to Section IV.A, Aesthetics, of this Addendum.

Because the Modified Project's Ancillary Uses include up to 2,550 square feet of fast food restaurant floor area, analysis of the Modified Project's consistency with applicable City land use regulations concerning fast food restaurants is required. City of Los Angeles Ordinance No. 180103 imposes interim regulations on the issuance of all permits related to the establishment of new fast food restaurants on commercial or industrial zoned properties located on streets designated as Major Highway Class I, Major Highway Class II and Secondary Highway in the West Adams–Baldwin Hills–Leimert Community Plan area and portions of the South Los Angeles and Southeast Los Angeles Community Plan areas, including the Project Site. Ordinance No. 180103 only applies to stand-alone fast food restaurants. The fast food restaurant components of the Modified Project would be integrated with the stadium and other Ancillary Uses as part of a cohesive development, and would not include a stand-alone fast food establishment. Therefore, the Modified Project would not be inconsistent with Ordinance No. 180103. Impacts would be less than significant and no mitigation measures are required.

In addition, because the Modified Project would include on-site alcohol sales and service for a full line of alcoholic beverages, analysis of the Modified Project's consistency with applicable City land use regulations concerning alcohol sales is necessary. As discussed above, the Specific Plan currently allows for the sale and service of alcoholic beverages for on-site consumption on the Project Site and other areas in the Specific Plan,

subject to compliance with operational conditions set forth in the Specific Plan. Further, pursuant to Section 9 of the Specific Plan, each establishment selling alcoholic beverages in the Specific Plan area must obtain an Alcohol Use Approval from the Director determining their compliance with the Specific Plan. While the proposed Specific Plan Amendment would modify the existing zones established within the Specific Plan for alcohol consumption, it would not modify the Specific Plan's operational conditions for establishments selling alcoholic beverages. The Modified Project would comply with these requirements, and establishments selling alcoholic beverages would be required to obtain an Alcohol Use Approval from the Director as required by the Specific Plan. Because the Specific Plan supersedes other provisions of the LAMC, further analysis of other LAMC provisions related to alcohol sales and service is not required. In addition, City Ordinance No. 171681 prohibits off-site alcohol sales in the South Los Angeles area. However, the Modified Project's proposed sale and service of a full line of alcoholic beverages would be for on-site consumption only, which is permitted by the Specific Plan. Off-site alcohol sales would not be permitted. Therefore, the Modified Project would not be inconsistent with Ordinance No. 171681. Impacts would be less than significant and no mitigation measures are required.

As described above, the Certified EIR concluded that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations, the Redevelopment Plan, the Master Plan, and applicable regional plans and regulations. Therefore the Certified EIR concluded that impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant and that no mitigation measures are required. Similarly, as described above, the Modified Project also would be consistent with all applicable land use plans and the zoning code with the approval of the proposed Specific Plan Amendment, the SUD, and the Alcohol Use Approval under the Specific Plan. Therefore, the Modified Project's potential impacts to operational land use compatibility and consistency with applicable land use plans and the zoning code would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use consistency, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Mitigation Measures

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to land use consistency. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included

in Appendix A of this Addendum, but has been revised as follows to be consistent with the Modified Project:

EIR Mitigation Measure F-1: The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions~~ associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance~~.

(b) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The analysis in the Certified EIR concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in their respective sections of the Certified EIR, and mitigation measures are recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period. The potential environmental impacts from construction of the Modified Project are discussed in their respective sections of this Addendum, and it has been determined that the Modified Project would not result in new construction-related significant impacts or increase the severity of construction-related significant impacts that were previously evaluated and disclosed in the Certified EIR. From a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during operation would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The

analysis in the Certified EIR concluded that demolition of the Sports Arena and construction of the Original Stadium Project would maintain the existing, general-purpose use of the Project Site as a venue for sporting and entertainment events, cultural events, and civic events. The Certified EIR further states that the Project Site would continue to function as an integral part of the Exposition Park Master Plan as a public entertainment and civic space. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including conference facility and office space, a museum, and retail and restaurant uses. These types of land uses are consistent and compatible with other land uses within and around Exposition Park. For example, land uses within Exposition Park include museums and athletic facilities with associated office/administration, conference, retail, and restaurant spaces. Retail and restaurant uses are also located adjacent to the Project Site on the east side of Figueroa Street. Additional conference facility, office, retail, and restaurant uses are located within and adjacent to the USC main campus north of Exposition Park. Furthermore, similar to the Original Stadium Project, the Modified Project would not adversely alter the neighborhood or community through ongoing disruption, division, or isolation since the Project Site has historically been developed as a major sports, entertainment, and cultural venue since the late 1950s, a function that would be continued and expanded upon under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.F, Land Use and Planning, of the Certified EIR), impacts with respect to land use compatibility during operation would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use compatibility, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

K. Mineral Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to mineral resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to mineral resources could occur if a project were to result in the loss of availability of a mineral resource or a mineral resource recovery site. The eastern portion of the Project Site is located within a

Mineral Resource Zone (MRZ) designated by the State Geologist.[67] This area, designated as MRZ-2, corresponds with the current and ancestral Los Angeles River basin, which yields the potential for sand and gravel extraction but has been largely redeveloped with existing land uses.[68] Notwithstanding its location within an MRZ, no mineral extraction operations currently occur on the Project Site or within the Project vicinity. Additionally, the Project Site does not overlie any oil fields or contain any oil wells.[69] The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean excavation would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. In addition, surface grading would be required to install the building pads for the proposed Ancillary Uses. However, no mineral extraction operations have occurred or currently occur within the Project Site, or are proposed under the Modified Project. In addition, such operations would not be consistent with the existing and planned use of the Project Site within Exposition Park, which is a regional destination for sports, entertainment, cultural, social, and civic events in the urban core of Los Angeles. Thus, the Modified Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to mineral resources would occur under the Modified Project. No mitigation measures are required. Accordingly, the Modified Project would not result in any new significant impacts with respect to mineral resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

L. Noise

The following analysis of potential noise impacts is based on the analysis provided in Section IV.G, Noise, of the Certified EIR, and on the Noise Study prepared for the Modified Project by Acoustical Engineering Services (AES), dated August, 2015, which is included in Appendix O of this Addendum. The Noise Study evaluates the noise sources associated with the Modified Project and determines whether the Modified Project would result in new significant noise impacts not previously identified in the Certified EIR.

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[67] *California Division of Mines and Geology, Mineral Land Classification Map, Hollywood Quadrangle, June 1, 1982.*

[68] *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, State Clearinghouse No. 94071030, January 19, 1995, p. 2.17-4.*

[69] *Los Angeles Department of Public Works, Navigate LA, http://navigatela.lacity.org/navigatela/, accessed May 29, 2015.*

The Certified EIR for the Original Stadium Project concluded that impacts with respect to construction noise would be significant and unavoidable even with implementation of mitigation (refer to Section IV.G, Noise, of the Certified EIR). With regard to operational noise, the Certified EIR determined that noise associated with stadium events would be significant and unavoidable and that no feasible mitigation would reduce impacts below the applicable thresholds of significance, and that noise associated with traffic and parking lots would be less than significant.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR indicated that the Project would have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, the analysis in the Certified EIR used the Federal Railroad Administration's vibration impact threshold where an impact is considered significant if groundborne vibration from project construction activities exceeds 80 VdB at residences and buildings where people normally sleep.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR also indicated that the Original Stadium Project would have a significant impact on noise levels from Original Stadium Project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level would be at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more was considered by the Certified EIR to cause a significant operational noise impact. The CNEL thresholds are generally used to evaluate noise impacts with respect to the off-site traffic noise, as the City of Los Angeles Noise Regulation (Chapter XI of the Los Angeles Municipal Code) does not apply to vehicles traveling on public roadways. In addition to the CNEL threshold, consistent with the City's Noise Regulation, the analysis of the Modified Project's potential

noise impacts uses an increase of 5 dBA measured in hourly L_{eq} as a threshold of significance to evaluate potential operational noise impacts at off-site sensitive receptors.

(a) Noise and Vibration Background

The Project Site is located in a highly urbanized environment. Primary noise sources in the vicinity include events at the Coliseum and the existing Sports Arena, traffic on the elevated Harbor Freeway (Interstate 110) located to the east of the Project Site, traffic on adjacent surface streets and the Exposition Light Metro Light Rail along Exposition Boulevard, which was planned but not yet operational at the time the Certified EIR was prepared. The passive recreational open spaces and outdoor play areas of the Exposition Park educational and museum facilities are also sources of noise in the vicinity of the Project Site.

To establish baseline noise conditions within the vicinity of the Project Site, existing daytime noise levels were documented in the Certified EIR by taking noise measurements at four locations during a non-event weekday. The monitoring locations are illustrated in Figure IV.G-1 on page IV.G-7 of the Certified EIR. The Project vicinity has not changed substantially since preparation of the Certified EIR. As such, the ambient noise levels in the immediate vicinity of the Project Site would be substantially similar to those recorded at the time of the Certified EIR was completed. Additional ambient noise measurements were conducted on May 28, 2015 for Receptor Location 3 (representing the land uses east of the Project Site across Figueroa Street), which confirmed that there are have been no substantial changes in the ambient noise levels identified in the Certified EIR (refer to the Noise Study in Appendix O of this Addendum). Therefore, the baseline ambient noise levels from the Certified EIR are used for the Modified Project noise analysis. Table 11 on page 122 provides the measured ambient noise levels at the receptor locations. As indicated therein, noise levels within the Project Site vicinity range from 57.9 dBA at the northern boundary of the Project Site (Receptor Location 2) to up to 76.3 dBA south of the Project Site along Martin Luther King, Jr. Boulevard (Receptor Location 4).

The noise-sensitive receptors within the vicinity of the Project Site include residential uses located east of Figueroa Street (which are accessed from S. Flower Drive), and residential uses located south of Martin Luther King, Jr. Boulevard between Figueroa Street and Menlo Avenue. Noise-sensitive uses in Exposition Park also include museums and the educational facilities. To provide a conservative analysis of construction noise impacts, the open space areas in Exposition Park west and north of the Sports Arena (Receptor Locations 1 and 2, respectively) were considered noise-sensitive uses. As the area within Exposition Park to the north of the Sports Arena (i.e., open space area within Christmas Tree Lane) currently includes outdoor events and gatherings, it is not considered sensitive to noise from the Modified Project's operational outdoor events and gatherings.

Table 11
Existing Ambient Noise Levels

Receptor Location[a]	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
1[a]	Near Southwest corner of Project Site (representing the Ralph M. Parsons Pre-School located within the Expo-Center)	60.4
2[b]	Northern-central boundary of Project Site (representing the open space area north of the Sports Arena)	57.9
3[c]	Residential uses east of Figueroa Street (which are accessed from S. Flower Drive), east of Project Site	67.4
4	Residential use on Martin Luther King, Jr. Boulevard (west of Figueroa Street), south of Project Site	76.3

[a] *The four receptor locations are the same as those set forth in the Certified EIR. Note that the Certified EIR inadvertently switched the order of Receptor Locations 1 and 2 in the construction noise analysis provided in Table IV.G-6 on page IV.G-12.*

[b] *Receptor Location 2 at the Northern-central boundary of the site is evaluated for the construction noise impact analysis only as this location is regularly used for events and gatherings and is thus, not a noise-sensitive receptor relative to outdoor events and gatherings within the Project Site.*

[c] *Tables IV.G-6 and IV.G-8 of the Certified EIR described the land uses represented by Receptor Location 3 as residential uses located on the east side of Figueroa Street because they are visible from Figueroa Street. However, these residential uses are located on S. Flower Drive (east of Figueroa Street).*

Source: Los Angeles Memorial Sports Arena Redevelopment Project, Draft Environmental Impact Report, November 2010.

With regard to existing groundborne vibration, the typical sources of groundborne vibration in the vicinity of the Project Site are roadway truck traffic and buses. These vehicles typically generate groundborne vibration velocity levels of approximately 63 vibration decibels (VdB), with levels reaching 72 VdB where the vehicles pass over bumps in the road.

(b) Construction Noise and Vibration Impacts

(i) On-Site Construction Activities

As set forth in the Certified EIR, construction of the Original Stadium Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the Project Site; and delivery and hauling of construction supplies and debris to and from the Project Site. As set forth in the Certified EIR, under the Original Stadium Project, off-site construction noise levels would

range from 67.9 dBA L_{eq} near the southwest corner of the Project Site to 83.1 dBA L_{eq} at the northern boundary of the Project Site. When compared with the existing ambient noise environment, construction activities associated with the Original Stadium Project would result in a temporary or periodic increase in noise levels at the off-site noise sensitive receptor locations near the southwestern corner of the Project Site (Receptor Location 1) and near the northern boundary of the Project Site (Receptor Location 2). While Mitigation Measures MM G-1 through MM G-4 would reduce the impacts to the maximum extent feasible, such impacts would remain significant and unavoidable.

It is anticipated that the types of construction equipment that would be used for construction of the Modified Project would be similar to those used for the Original Stadium Project. A detailed construction noise model was created in the Noise Study included in Appendix O of this Addendum to calculate the construction-period noise levels at the off-site sensitive receptors, using the construction equipment reference noise levels provided by the Federal Highway Administration (FHWA).[70] The average (hourly L_{eq}) noise level associated with each construction phase is calculated based on the anticipated quantity and type of equipment that would be used during each construction phase. Table 12 on page 124 provides the estimated construction noise levels for various construction phases at the Project Site's off-site noise-sensitive receptors. To represent the maximum construction noise levels at the off-site sensitive receptors, all construction equipment was assumed by the Noise Study to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. As indicated in Table 12, the estimated construction-related noise would exceed the significance threshold (existing ambient plus 5 dBA) at the noise-sensitive uses located near the southwest corner of the Project Site (Receptor Location 1) and at the northern boundary of the Project Site (Receptor Location 2), similar to the Original Stadium Project. Mitigation Measures G-1 through G-4 set forth in the Certified EIR would reduce these impacts to the maximum extent feasible. However, as with the Original Stadium Project, such impacts would continue to be significant and unavoidable.

(c) Off-Site Construction Noise

As set forth in the Certified EIR, the projected haul route that would be used by haul and delivery trucks for the Original Stadium Project was anticipated to be east/west bound on Martin Luther King, Jr. Boulevard to/from the Project Site utilizing the Interstate 110 (I-110) Freeway. In addition, a secondary haul truck route for the Modified Project may use Figueroa Street to Martin Luther King, Jr. Boulevard and then to the I-110 Freeway. The Certified EIR concluded that the noise levels generated by construction trucks would be

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[70] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 12
Estimated Project Construction Noise Levels

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels by Phases, dBA L_{eq}					Significance Threshold[a] dBA L_{eq}
		Abatement/ Soft Demolition	Structure Demolition	Grading	Building Construction	Site Finishes	
1—Near Southwest Corner of Project Site	400	60.0	69.0	70.6	67.6	66.1	65.4
2—Near Northern-central Boundary of Project Site	50	78.0	82.7	84.5	82.6	82.7	62.9
3—Residential uses East of Figueroa Street	250[b]	64.1	70.2	72.1	69.7	70.8	72.4
4—Residential uses on Martin Luther King, Jr. Boulevard	325[c]	61.8	69.8	71.8	68.3	75.4	81.3

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

[b] *Construction activities for most of the construction phases would be a minimum 250 feet from Receptor Location 3. However construction for the site finishing phase would occur within approximately 215 feet from Receptor Location 3. This distance was accounted for in the data within this table.*

[c] *Construction for the site finishing phase would occur within approximately 115 feet from Receptor Location 4. This distance was accounted for in the data within this table.*

Source: AES, 2015.

substantially similar to the existing noise levels generated by other buses, trucks, and automobiles along the haul route and as such, determined that off-site construction noise impacts would be less than significant.

As discussed in detail in the Noise Study, to present a worst-case scenario for the Modified Project, the off-site construction noise analysis is based on the construction phase with the maximum number of construction trucks. Based on an 11-hour work day and even distribution of haul trucks, there would be approximately 36 haul truck trips and 35 worker trips (based on the A.M. peak hour). The estimated noise level from Project construction-related truck and worker traffic would be 67.6 dBA L_{eq} at the residential uses along Martin Luther King, Jr. Boulevard (between the Project Site and the I-110 freeway) and 60.7 dBA at the residential uses east of Figueroa Boulevard. These noise levels would be below existing ambient noise levels for both the projected haul route and the secondary haul route. Therefore, similar to the Original Stadium Project, noise impacts associated with off-site construction under the Modified Project would be less than significant. No mitigation measures are required.

(d) Construction Vibration

As set forth in the Certified EIR, vibration levels associated with construction of the Original Stadium Project could reach as high as approximately 87 VdB within 25 feet of the Project Site from the operation of construction equipment. The nearest sensitive uses would not experience construction related vibration levels above 78.1 VdB. Consequently, the vibration level that would be experienced by these uses would not exceed the Federal Transit Administration's (FTA) vibration impact thresholds, and construction vibration impacts would be considered less than significant.

The vibration analysis for the Modified Project provided in this Addendum conservatively used the closest distance to construction activity and the construction phase with the equipment mix that would result in the greatest potential vibration. Under the Modified Project, the closest receptor to construction activities would continue to be Receptor Location 2 north of the Project Site. Based on an approximate distance of 50 feet, the construction-related vibration level at this location would be approximately 78 VdB, similar to the Original Stadium Project. This vibration level is less than the FTA's vibration impact threshold. Therefore, ground-borne vibration impacts associated with Modified Project construction would also be less than significant, consistent with the analysis of the Original Stadium Project. No mitigation measures are required.

(e) Operational Noise

(i) Stadium Use

Operational noise sources contemplated and evaluated under the Certified EIR included crowd noise (particularly yells and cheers at high attendance events), a public address system (amplified public announcements and/or play-by-play announcements), amplified concert music, traffic-related noise, and helicopters and other aircraft covering the events. As set forth in the Certified EIR, the noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. However, noise levels generated during concert and related events that would involve the use of amplified music and announcements would be increased compared to existing conditions and could have the potential to adversely impact neighboring uses to the east and south of the Project Site. Accordingly, the Certified EIR determined that concert noise would exceed ambient conditions by five decibels at adjacent residential adjacent areas during off-peak traffic times when ambient noise levels in surrounding communities are lower. Therefore, operational noise impacts from stadium events were determined to be significant. The Certified EIR concluded that no feasible mitigation has been identified to reduce the noise level below the applicable significance threshold, and therefore that impacts from stadium events would be significant and unavoidable.

Under the Modified Project, noise impacts associated with the stadium use including MLS soccer games, concerts, and community events would be similar to those analyzed in the Certified EIR for the Original Stadium Project. Thus, noise associated with the stadium use, including crowd noise including yelling and cheering at high attendance events and the public address system, would also exceed the ambient levels at the off-site sensitive uses by 5 dBA or more. Therefore, as with the Original Stadium Project, impacts associated with stadium operations under the Modified Project (i.e. related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would also be significant. No feasible mitigation measures have been identified to reduce the noise level below the applicable significance threshold, and therefore impacts would remain significant and unavoidable.

While not specifically discussed in the Certified EIR for the Original Stadium Project, during existing events held at the Sports Arena, crowds gather in the parking areas and outdoor spaces immediately surrounding the Sports Arena before or after an event when entering and exiting the stadium. The Modified Project's use of outdoor spaces is anticipated to be similar to the existing conditions on an event day. As part of the Noise Study, an analysis was conducted of use of the Modified Project's outdoor spaces including the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art), and the outdoor spaces along the northern and eastern side of the Project Site with people gathering and talking before or after an event. The Noise Study estimated that up to 22,000 people could gather within these outdoor spaces, which is the maximum capacity of the Modified Project stadium. As discussed in Section IIII.C, Modified Project Description, above, and pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, 22,000 represents a maximum number of people who could gather within the outdoor spaces at the Project Site on an event day. While a total of 22,000 people were analyzed, this represents a conservative worst-case analysis because all game/event patrons are not anticipated to utilize the outdoor spaces at once.

Reference noise levels of 75 dBA and 71 dBA (L_{eq} at a distance of 3.3 feet) for a male and a female speaking in a loud voice, respectively, were used for analyzing noise from the use of these outdoor areas surrounding the Modified Project.[71] In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. Table 3 of the

[71] *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Noise Study presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors. As indicated in the Table 3 of the Noise Study, the estimated noise levels at the off-site sensitive uses would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces during an event day would be less than significant and no mitigation measures would be required.

Use of Project Site During Non-Event Days

The Modified Project includes approximately 105,900 square feet of Ancillary Use floor area, including office and conference facility space, a "World Football" museum, a team store and other retail space, and restaurants (including outdoor dining). Most of the Ancillary Uses would be centered around the stadium's main entry plaza at the northwest corner of the Project Site (Northwest Plaza), which would also contain outdoor seating and gathering space, and thus would be shielded from the off-site residential uses to the east and south of the Project Site. In addition, the Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage.

Noise sources at the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art) and the outdoor spaces along the northern and eastern side of the Project Site would include people gathering and talking and the use of an outdoor amplified sound system. Use of the outdoor areas could occur seven days a week with potential hours of operation until 2:00 A.M. For an event day an analysis was conducted of 22,000 people gathering in these outdoor spaces. To provide a conservative analysis, the analysis of a non-event day added the use of an outdoor amplified sound system to the analysis of people gathering in the outdoor spaces on an event day. Consistent with the event day analysis, it was estimated that up to 22,000 people could gather at the outdoor spaces, which is substantially higher than the number of people anticipated on the Project Site on non-event days. The same assumptions regarding reference noise levels and persons talking that were used in the event day outdoor gathering noise analysis above were used for the non-event day. In addition, in accordance with Project Design Feature L-1, the amplified program sound system would be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively. Table 13 on page 128 presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors with the amplified program sound system described above. As indicated in Table 13, the

Table 13
Noise Levels from Outdoor Areas During Non-Event Day

Receptor Location[a]	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from Outdoor Uses dBA L_{eq}	Ambient Plus Outdoor Uses Noise Levels, dBA L_{eq}	Significance Threshold,[b] dBA L_{eq}
1—Near Southwest Corner of Project Site	60.4	62.9	64.9	65.4
3—Residential Uses East of Figueroa Street	67.4	69.7	71.7	72.4
4—Residential uses South of Martin Luther King, Jr. Boulevard	76.3	63.8	76.5	81.3

[a] *Receptor Location 2 to the north of the Project Site is not a sensitive receptor relative to operations as this receptor currently includes outdoor events and gatherings.*

[b] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

Source: AES, 2015.

estimated noise levels at the off-site sensitive uses on non-event days would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces on non-event days, along with an amplified program sound system complying with Project Design Feature L-1, would be less than significant and no mitigation measures would be required.

VIP Parking Lot

As set forth in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the existing Sports Arena. Combined with the Coliseum, the Project Site currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people (or motor vehicles) for individual events at the Sports Arena. Accordingly, parking related noise would not be increased as a result of the Original Stadium Project as compared to existing conditions. Thus, parking-related noise impacts under the Certified EIR were concluded to be less than significant.

Under the Modified Project, the existing VIP parking lot west of the stadium would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter

fence and gates and accessed from South Coliseum Drive, similar to existing conditions. The proposed VIP parking lot would be similar to that set forth under the Original Stadium Project, and for the reasons described above and in the Certified EIR, would result in less than significant noise impacts. No mitigation measures are required.

Loading Dock Activities

While not specifically evaluated in the Certified EIR for the Original Stadium Project, noise associated with the loading dock activities would not increase the ambient noise levels at the off-site noise sensitive uses due to the sound attenuation provided by the relatively long distances and intervening structures between the sensitive off-site uses and the loading dock. As such impacts associated with use of the loading dock under the Original Stadium Project would be less than significant. The Modified Project could include both above-grade and below-grade loading docks, which would be located within the northwest portion of the Project Site along the southern and western perimeters of the Ancillary Uses, respectively. The nearest residences to the south and to the east would be at least approximately 615 feet and 900 feet, respectively, from the above-grade loading dock (which has the greater potential to generate noise that could be heard at nearby sensitive receptors). As stated in the Noise Study, noise levels would be approximately 65 dBA L_{eq} at a distance of 100 feet, based on measured noise levels from other loading dock facilities. Based on this reference noise level, distance attenuation, and intervening structures, loading dock noise levels at Receptor Location 4 (to the south) and Receptor Location 3 (to the east) would be approximately 39 dBA L_{eq} and 36 dBA, respectively, which would be well below the measured ambient noise levels. Furthermore, the above-grade loading dock would be shielded from the off-site sensitive receptors to the east (Receptor Location 3) by the new stadium structure and the off-site sensitive receptors to the south (Receptor Location 4) by part of the Ancillary Uses structure. Additionally, the majority of the loading activities would occur at the below-grade loading docks. Therefore, noise impacts associated with loading dock operations under the Modified Project would be less than significant and no mitigation measures would be required.

(e) Off-Site Traffic

As discussed above and in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the Project Site in the existing Sports Arena. Accordingly, the number of vehicles and vehicular-related noise would not be increased as a result of the Original Stadium Project. Thus, traffic noise impacts evaluated the Certified EIR were concluded to be less than significant.

As set forth in the Modified Project Transportation Report included as Appendix P-1 of this Addendum, similar to the Original Stadium Project, the Modified Project would not generate substantial additional traffic on an event day. Therefore, as with the Original

Stadium Project, noise impacts from off-site traffic on event days would be less than significant under the Modified Project.[72] However, the proposed Ancillary Uses do not currently exist on the Project Site and were not included as part of the Original Stadium Project. Therefore, noise impacts associated with the off-site traffic generated from the Ancillary Uses on a non-event day have been analyzed based on the traffic volumes provided in the Modified Project Transportation Report. As provided in the Modified Project Transportation Report, the Ancillary Uses are estimated to generate approximately 2,615 daily trips on a non-event day. As such, Modified Project-related traffic would increase the existing traffic volumes along the roadway segments in the vicinity of the Project Site when compared with "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum). This increase in roadway traffic was analyzed to determine if any traffic-related noise impacts would result from the Ancillary Uses.

Twenty (20) roadway segments were selected to evaluate potential traffic noise impacts. These segments were selected based on proximity to noise-sensitive uses along the roadway segments and potential increases in traffic volumes from the Modified Project. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Modified Project Transportation Report. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly L_{eq} levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.). To determine the Modified Project-related noise impacts, the roadway noise conditions under "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum) were calculated and compared to noise levels that would occur with implementation of "Future (2018) Plus Project" conditions set forth in the Modified Project Transportation Report.

Table 5 of the Noise Study provides the calculated off-site roadway noise levels in the vicinity of the Project Site for the Future (2018) Without Project and Future (2018) Plus Project conditions. The calculated CNEL levels are applicable to the front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. As shown in Table 5, traffic from the Ancillary Uses would result in a maximum increase of up to 0.1 dBA (CNEL) at some of the roadway segments. The 0.1-dBA

[72] *As discussed in Section III.C, Modified Project Description, above, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, the traffic associated with an event day would be substantially similar to that of the Original Stadium Project.*

increase in traffic noise levels is considered negligible and would be well below the 3-dBA significance threshold (applicable when noise level falls within the normally unacceptable category; i.e., 70 CNEL or greater at noise-sensitive uses). Therefore, off-site traffic noise impacts associated with the Ancillary Uses would be less than significant. Thus, similar to the Original Stadium Project, noise impacts associated with off-site roadways under the Modified Project would be less than significant. No mitigation measures are required.

The Modified Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from Existing conditions to Future Plus Project conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Modified Project. The calculated traffic noise levels under Existing and Future Plus Project conditions are presented in Table 6 of the Noise Study. As shown therein, cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Figueroa Street (north of Exposition Avenue). The estimated cumulative noise increase would be below the 3-dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Modified Project, future growth, and related projects would be less than significant. No mitigation measures are required.

(f) Conclusion

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.G, Noise, of the Certified EIR), impacts with respect to construction noise and operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project. In addition, as set forth above, impacts associated with the outdoor uses on a non-event day, including use of the Northwest Plaza and the Figueroa Street frontage, and traffic and parking noise would be less than significant under the Modified Project. Therefore, the Modified Project would not result in any new significant impacts with respect to noise, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(g) Mitigation Measures

The Certified EIR included code required measures and mitigation measures to mitigate the Original Stadium Project's noise impacts to the extent feasible. These code required measures and mitigation measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), with the revisions indicated below to reflect

the design characteristics of the Modified Project. It should be noted that the exterior construction hour restrictions established for the Original Stadium Project by code required measure CR G-2 in the Certified EIR, which would also apply to the Modified Project, are more restrictive than the construction hour noise regulations currently set forth in Section 41.40 of the LAMC, which prohibit construction activities before 7:00 A.M. and after 9:00 P.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or on a national holiday, and at any time on Sunday.

(i) Code Required Measures

CR G-1: The Applicant shall comply with the ~~City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances~~ LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited ~~be restricted~~ to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

(ii) Project Design Features

PDF L-1: During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively.

(iii) Project-Specific Mitigation Measures

MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.

- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.
- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

MM G-2: The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.

MM G-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.

MM G-4: The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.

M. Population, Housing, and Employment

The Certified EIR for the Original Stadium Project concluded that impacts with respect to population, housing, and employment would be less than significant under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to population, housing, and employment could occur if a project were to displace existing housing or residents, or induce substantial population growth (either directly or indirectly). As stated in the Certified EIR, there are no residential uses on the Project Site, and the Original Stadium Project did not propose residential uses. Therefore, the Original Stadium Project would not have displaced existing housing or provided additional housing capacity. Similarly, the Modified Project would neither displace residential uses, nor provide additional housing capacity. Rather, the Modified Project involves the development of the Original Stadium Project with certain modifications that include additional Ancillary Uses that are all commercial land uses that would complement the proposed stadium.

As described in the Certified EIR, construction of the Original Stadium Project would result in an increase in employment opportunities and related demand for housing. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, due to the temporary nature of construction employment opportunities, the Certified EIR stated that it is unlikely that construction workers would relocate their households as a consequence of construction employment associated with the Original Stadium Project; therefore, no new permanent residents would be generated as result of the construction of the Original Stadium Project. This conclusion would not change under the Modified Project. While the Modified Project proposes the construction of up to approximately 105,900 square feet of floor area for the Ancillary Uses in addition to the proposed stadium, the amount of additional construction work involved would not require substantial numbers of additional construction workers. In total, approximately 1,200 construction workers are projected for construction of the Modified Project.[73] In May 2015, there were approximately 119,600

[73] *Based on information provided by the Project Applicant.*

workers employed in the construction industry in Los Angeles County.[74] Therefore, the Modified Project's projected construction workforce could be accommodated by the existing regional supply of construction workers.

With respect to employees generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in employment levels at the Project Site because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site. Therefore, the Certified EIR concluded that any additional employment opportunities created by the Original Stadium Project would not result in a significant indirect impact on housing supply or demand in the Project area. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, employment impacts with respect to the stadium operations of the Modified Project would not change. However, additional employees beyond those anticipated in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Specifically, as shown in Table 14 on page 136, conservatively assuming that all employees associated with the Ancillary Uses would be new to the Project Site and the Project vicinity, the Modified Project's 105,900 square feet of Ancillary Uses would generate as many as 282 employees on-site, based on employee generation rates for non-residential land uses promulgated by the Los Angeles Unified School District (LAUSD).[75]

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG's 2012–2035 RTP/SCS provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012–2035 RTP/SCS reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion. According to the 2012–2035 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2015 is approximately 1,809,341 employees. In 2018, the projected build-out year of the Modified Project, the City of Los Angeles Subregion is anticipated to have approximately

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[74] *State of California, Employment Development Department, Employment By Industry Data, Los Angeles County (Los Angeles-Long Beach-Glendale MD), May 2015, www.calmis.ca.gov/file/lfmonth/la$pds.pdf, accessed June 30, 2015.*

[75] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11.*

Table 14
Additional Employees Potentially Generated by the Modified Project

Land Use	Size (sf)	Employee Generation Factor (employees/sf)	Employees Generated
Conference Facilities	9,000	0.00271	24
Office	21,250	0.00479	102
Museum	36,000	0.00135	49
Team Store and Other Retail	27,750	0.00271	75
Restaurant	11,900	0.00271	32
Total			**282**

sf = square feet

Source: Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Conservatively based on employee generation rates for "Neighborhood Shopping Center" uses (0.00271 employees per average square foot),"Standard Commercial Office" uses (0.00479 employees per average square foot), and "Industrial Park" uses (0.00135 employees per average square foot).

1,840,552 employees.[76] Thus, the 282 estimated on-site employees for the Modified Project's Ancillary Uses would constitute approximately 0.9 percent of the employment growth forecasted for the Subregion between 2015 and 2018. In July 2015, the unadjusted unemployment rate for the County of Los Angeles was 7.5 percent.[77] The California seasonally adjusted unemployment rate was 6.2 percent in July 2015, 6.3 percent in June 2015, and 7.4 percent in July 2014. Thus, the additional part-time and full-time jobs created by the Modified Project would be considered a beneficial economic impact for the region, and the, additional employees generated by the Modified Project would fall within SCAG's employment projections for the Subregion. Furthermore, the estimated number of new employees would not be anticipated to induce substantial indirect population or housing growth in the Project area, as it is anticipated that the majority of Modified Project employees would come from the existing local labor pool and would not relocate as a result of working at the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to population, housing, and employment would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to population, housing, and employment,

[76] *Based on a linear interpolation of 2015–2020 data.*

[77] *State of California, Employment Development Department, Labor Market Information Division, August 21, 2015.*

and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

N. Public Services

(a) Fire Protection

Potential impacts to fire protection services during construction were not assessed in detail in the Certified EIR. Significant impacts to fire protection services could occur if construction of a project were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Construction activities have the potential to result in accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. However, in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements, Modified Project construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site during Modified Project construction. Furthermore, construction of the Modified Project would occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous waste. Thus, compliance with applicable regulatory requirements would effectively reduce the potential for construction activities under the Modified Project to expose people to the risk of fire or explosion related to hazardous materials. With the implementation of these regulatory requirements, the Modified Project's potential impacts with respect to fire services during construction would be less than significant. No mitigation measures are required.

The Certified EIR for the Original Stadium Project concluded that potential operational impacts related to fire protection service would be mitigated to a less-than-significant level under the Original Stadium Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.H-4 of the Certified EIR. As discussed in the Certified EIR, the Los Angeles Fire Department (LAFD) provides fire protection services to the Project Site. The LAFD focuses on the following metrics in assessing a project's potential demands on fire protection and emergency medical services: current equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Each of these topics is addressed below in the context of both the Original Stadium Project and the Modified Project to determine whether substantial changes have occurred since preparation of the Certified EIR.

As stated in the Certified EIR, three fire stations provide initial response to the Project Site, including Fire Station No. 46, located at 4370 S. Hoover Street, approximately 0.8 mile from the Project Site; Fire Station No. 15, located at 915 W. Jefferson Boulevard, approximately 0.9 mile from the Project Site; and Fire Station No. 14, located at 3401 S. Central Avenue, approximately 1.6 miles from the Project Site. These three stations continue to serve the Project Site and would be the first response stations under the Modified Project. At the time the Certified EIR was prepared, Fire Station No. 46 was equipped with an engine and two rescue ambulances. Fire Station No. 15 was equipped with an engine, an assessment light force,[78] and a paramedic ambulance. Fire Station No. 14 was equipped with a task force station,[79] engine and truck companies, and paramedic ambulances. Based on current data from the LAFD,[80] the equipment inventory at Fire Station No. 46 has been augmented to include a basic life support (BLS) rescue ambulance and an EMS battalion captain (in addition to the equipment listed above); the equipment inventory at Fire Station No. 15 has not changed; and the equipment inventory at Fire Station No. 14 has been restructured to include a paramedic rescue ambulance, a BLS rescue ambulance, and an assessment engine. Therefore, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR.

Fire protection service to the Project Site was considered to be adequate at the time the Certified EIR was prepared, based on a comparison of existing service levels to Citywide response standards. Based on the most recent data available from the LAFD,[81] the average response time for emergency medical services (EMS) was 4 minutes and 4 seconds for Fire Station No. 46, 3 minutes and 35 seconds for Fire Station No. 15, and 3 minutes and 8 seconds for Fire Station No. 14. The Citywide average response time for EMS is 4 minutes and 9 seconds;[82] therefore, each station that serves the Project Site is currently achieving a response time that is less than the Citywide average, indicating that these stations continue to provide adequate service to the Project Site area. Furthermore, the response time for each station currently meets the national standard (i.e., nine minutes

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[78] *A "light force" includes a truck company with a single engine. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[79] *A "task force" includes a truck company with two engines. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[80] *Los Angeles Fire Department, Fire Station Directory, March 2014.*

[81] *Los Angeles Fire Department, FireStat LA, Fire Station Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_Stations.pdf, accessed June 2, 2015.*

[82] *Los Angeles Fire Department, FireStat LA, City-wide Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_CityWide.pdf, accessed June 5, 2015.*

for urban areas).[83] It should also be noted that since preparation of the Certified EIR, the LAFD has been reorganized into four geographic bureaus in an effort to reduce response times and improve performance.[84]

Fire flow requirements, as determined by the LAFD, vary by site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in Section 57.507.3.1 of the LAMC, fire flow requirements vary from 2,000 gallons per minute (gpm) in low density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) to remain in the water system. As stated in the Certified EIR, the LAFD-required fire flow for the Original Stadium Project is 6,000 gallons per minute (gpm) from four fire hydrants flowing simultaneously, which corresponds with the LAMC-required fire flow for industrial and commercial land uses. Based on information in the Certified EIR, a fire hydrant is located directly north of the Sports Arena on the west side of Figueroa Street and is connected to a 16-inch water main. In addition, two fire hydrants are located at the intersection of Martin Luther King, Jr. Boulevard and Figueroa Street, one on the southeast corner (connected to a 12-inch water main) and one on the southwest corner (connected to an 8-inch water main). The Certified EIR determined that, based on infrastructure present at the time, improvements to water system in the area could be necessary to meet the fire flow requirement of 6,000 gpm, and such improvements would be the responsibility of the developer. The Modified Project proposes the construction of a 22,000-seat MLS stadium, similar to the Original Stadium Project, in addition to approximately 105,900 square feet of commercial facility floor area (i.e., the Ancillary Uses). Thus, like the Original Stadium Project, the Modified Project would include exclusively commercial land uses. Based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. The Modified Project would also implement Mitigation Measures H.1-2 through H.1-3 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR) which include requirements for the

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[83] *National Fire Protection Association (NFPA), NFPA 1720, www.nfpa.org/codes-and-standards/standards-development-process/safer-act-grant/nfpa-1720, accessed June 5, 2015.*

[84] *Los Angeles Fire Department, LAFD Implements New Bureau Command Structure, January 12, 2015, http://lafd.org/news/lafd-implements-new-bureau-command-structure, accessed June 12, 2015.*

provision of fire hydrants (see the MMP for the Modified Project included in Appendix A of this Addendum).

As discussed in the Certified EIR, emergency access to the Project Site is currently provided via public roadways located directly adjacent to the Project Site, including primary access from Martin Luther King, Jr. Boulevard to the south and Figueroa Street to the east. The Modified Project does not propose reconfiguration of any existing roadways within Exposition Park or in the surrounding area, and therefore emergency access to the Project Site would remain the same for the Modified Project. Additionally, the Modified Project would implement Mitigation Measures H.1-4 through H.1-11 in the Certified EIR to ensure that adequate access is provided to the Project Site (see the MMP for the Modified Project included in Appendix A of this Addendum). As stated in the Certified EIR, the three fire stations serving the Project Site have established response plans for the Sports Arena, and it is anticipated that these response plans would be carried over to the Modified Project along with any needed modifications. Pursuant to Section 57.507.3.3 of the LAMC, commercial and industrial land uses with a required fire flow of 6,000 to 9,000 gpm should be within one mile of an engine company and 1.5 mile of a truck company. If these response distances are exceeded, automatic sprinkler systems are required. Based on the information above, fire and emergency medical services for the Modified Project are available within acceptable response distances. Additionally, as stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Furthermore, as discussed below, the Modified Project would implement Mitigation Measure H.1-1 in the Certified EIR, which requires the installation of sprinkler systems (see the MMP for the Modified Project included in Appendix A of this Addendum).

As previously discussed, a project's potential demands on fire protection and emergency medical services are assessed based on current LAFD equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Based on the analysis above, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR. Each station is currently achieving a response time that is less than the Citywide average and in compliance with the national standard for urban areas. Like the Original Stadium Project, the fire flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for implementing any required improvements to the water system. Additionally, there would be no appreciable change to emergency access under the Modified Project. Furthermore, the Modified Project would be reviewed by the LAFD to ensure that it complies with applicable regulatory requirements related to fire protection and emergency medical services, including those contained within the LAMC, which

incorporates by reference California Building Code and Fire Code building construction standards as well as policies within the City of Los Angeles General Plan Safety Element. As stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Finally, the Modified Project would continue to implement Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR), which have been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR), operational impacts with respect to fire protection services would be less than significant under the Modified Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (as revised below), and no additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to fire services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to fire protection and emergency medical services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect amendments that were made to the City of Los Angeles Fire Code (Chapter V, Article 7 of the LAMC) after preparation of the Certified EIR pursuant to Ordinance No. 182,822 (effective January 10, 2014):

EIR Mitigation Measure MM H.1-1: Sprinkler systems ~~will~~ shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903~~09.07~~).

EIR Mitigation Measure MM H.1-2: All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2~~09.06, Subsection B-1~~).

EIR Mitigation Measure MM H.1-3: The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.

EIR Mitigation Measure MM H.1-4: Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4~~09.03, Subsection A~~).

EIR Mitigation Measure MM H.1-5: If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4~~09.03, Subsection B.~~)

EIR Mitigation Measure MM H.1-6: When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5~~09.03, Subsection C~~).

EIR Mitigation Measure MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.

EIR Mitigation Measure MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.

EIR Mitigation Measure MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.

EIR Mitigation Measure MM H.1-10: All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2~~09.05~~).

EIR Mitigation Measure MM H.1-11: Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

(b) Police Protection

The Certified EIR for the Original Stadium Project concluded that under the Original Stadium Project, potential impacts related to police protection service would be mitigated to a less-than-significant level with implementation of Mitigation Measures H.2-1 through H.2-3 in the Certified EIR (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR). The thresholds on which this analysis was based are stated on

pages IV.H-9–IV.H-10 of the Certified EIR. As discussed in the Certified EIR, the Project Site is served by the Los Angeles Police Department's (LAPD) Southwest Area Police Station located at 1546 W. Martin Luther King, Jr. Boulevard, approximately 1.2 miles west of the Project Site. At the time the Certified EIR was prepared, staff at the Southwest Area Police Station included 347 sworn officers and 26 civilian support staff that served a population of 191,041 (or approximately one officer per 551 residents). The staff at this police station currently consists of 352 sworn personnel and 32 civilian personnel serving a population of approximately 165,000 (or approximately one officer per 469 residents).[85] Thus, the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved since the preparation of the Certified EIR. Additionally, at the time the Certified EIR was prepared, the Southwest Area Police Station responded to 2,462 violent crimes and 6,038 property crimes annually. Based on current data from the LAPD, in 2014, the Southwest Area Police Station responded to 690 violent crimes and 2,128 property crimes.[86] Thus, crime levels in the Southwest Area Police Station service area have also decreased since the preparation of the Certified EIR.

As described in the Certified EIR, on-site construction activities could result in an increased demand for police protection services due to the potential for theft and vandalism at the Project Site. Thus, the Certified EIR includes Mitigation Measure H.2-1, which requires temporary fencing to properly secure the construction site. Given the similarity in construction duration and activities to the Original Stadium Project analyzed in the Certified EIR, the Modified Project would result in a similar demand for police protection services during construction. The Modified Project would also continue to implement Mitigation Measure H.2-1 as set forth in the Certified EIR, which has been incorporated into the MMP included in Appendix A of this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during construction would be less than significant under the Modified Project with implementation of Mitigation Measure H.2-1 in the Certified EIR. No additional mitigation measures are required.

Like the Original Stadium Project, the Modified Project would introduce crowds of up to 22,000 people during an event day, which could increase the number of calls requesting police responses due to burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. Under the Modified Project, maximum attendance on event days

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[85] *Los Angeles Police Department, About Southwest, www.lapdonline.org/southwest_community_police_station/content_basic_view/1639, accessed June 18, 2015.*

[86] *COMPSTAT, Southwest Area Profile, 05/10/15-06/06/15, http://assets.lapdonline.org/assets/pdf/sowprof.pdf, accessed June 18, 2015.*

would be the same as under the Original Stadium Project analyzed in the Certified EIR, since the Modified Project's proposed Ancillary Uses would only be open to ticket-holding patrons (refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on page 169 of this Addendum). Thus, the anticipated demand for police protection services on event days would be substantially similar to that of the Original Stadium Project. While the Modified Project would result in a greater demand for police protection services on non-event days due to the operation of the Ancillary Uses, this demand would be far less than the demand on event days, and therefore within the service capabilities of the LAPD. Furthermore, the Modified Project would continue to implement Mitigation Measures H.2-2 to H.2-3 from the Certified EIR (as revised below to reflect the Modified Project's design characteristics) to further reduce impacts related to police services and ensure that impacts would remain less than significant both on event days and on non-event days (see the MMP for the Modified Project included in Appendix A of this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during operation would be less than significant under the Modified Project with implementation of Mitigation Measures H.2-2 and H.2-3 in the Certified EIR (as revised below). No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to police protection services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to police protection services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure H.2-1: The ~~Project~~ Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

EIR Mitigation Measure H.2-2: Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity.

EIR Mitigation Measure H.2-3: The ~~Project~~ Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security

services and features to be provided in conjunction with the ~~Approved~~ Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force ~~for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services~~ that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and ~~alleys~~ walkways, parking ~~garages~~ lots, and stairwells.

ii. ~~The parking garage~~ The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security shall incorporate low level and directional lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

(c) Schools

Potential impacts to schools were not assessed in detail in the Certified EIR. Significant impacts to schools could occur if a project were to generate an amount of students that would exceed the capacity of the schools that serve the Project Site, thereby requiring the construction of new facilities, and/or modifications to the existing operational characteristics of the schools that serve the Project Site. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate new students that may attend LAUSD schools. However, the potential for actual student generation is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. Moreover, any increase in LAUSD enrollment that may occur under the Modified Project would be dispersed across many LAUSD schools, as school attendance is primarily a function of an employee's location of residence rather than

his or her place of work, and Modified Project employees are anticipated to live in many different areas within LAUSD's jurisdiction.

The Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. The LAUSD collects school developer fees at a rate of $0.47 per square foot of commercial construction, $1.57 per square foot of office construction, $1.31 per square foot of retail construction, and $0.09 per square foot of parking structure construction.[87] Payment of these fees is required prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to a less-than-significant level. As the payment of these fees is mandatory, through compliance with this regulatory requirement the Modified Project's potential impacts with regard to school facilities would be less than significant. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

With regard to potential impacts on schools during construction, as discussed in Section IV.C, Air Quality, on page 49 of this Addendum, impacts with respect to localized air quality during construction would be less than significant under the Modified Project, consistent the conclusions of the Certified EIR's analysis for the Original Stadium Project. As discussed in Section IV.L, Noise, on page 119 of this Addendum, the Certified EIR determined that the Original Stadium Project would result in significant construction-related noise impacts at Receptor Location 1, which is near the southwest corner of the Project Site and represents the Ralph M. Parsons Pre-School located within the Expo-Center. This impact would remain significant and unavoidable under the Modified Project, but would not substantially increase compared to levels analyzed in the Certified EIR. As discussed in Section IV.O, Traffic/Transportation/Parking, on page 149 of this Addendum, potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. Nonetheless, the analysis in Section IV.O, Traffic/Transportation/Parking, determined that construction-related traffic impacts under the Modified Project would be less than significant. Furthermore, the Modified Project would continue to implement EIR Mitigation Measure MM G-1 requiring the preparation and implementation of a Construction Management Plan, subject to LADOT approval, which would establish proposed haul routes and staging areas for the transportation of materials and equipment with consideration for sensitive uses in the neighborhood, including schools. Therefore,

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[87] *City of Los Angeles Department of Building and Safety, Building Permit Fee Estimate, http://netinfo.ladbs.org/feecalc.nsf/cef2203faf5fd7df8825779900644031?OpenForm, accessed June 17, 2015.*

construction of the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(d) Parks and Recreation

Potential impacts to parks and recreational facilities were not assessed in detail in the Certified EIR. Significant impacts to parks and recreational facilities could occur if a project were to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Parks within the City's boundaries are operated and maintained by the Los Angeles City Recreation and Parks Department. During construction of the Modified Project, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is potential for construction workers to spend their lunch breaks at the parks and recreational facilities located in proximity to the Project Site, particularly the open space areas within Exposition Park. However, any such use would be temporary and nominal and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Therefore, the Modified Project's potential impacts with respect to parks and recreational facilities would be less than significant during construction. No mitigation measures are required.

Since no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site during Modified Project operations. Thus, implementation of the Modified Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. The standards and goals imposed by the City's Public Recreation Plan with respect to parks and recreation relate specifically to residential users. While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate an increased demand for parks and recreation facilities, particularly the open space areas within Exposition Park adjacent to the Project Site, including recreational facilities within the Expo Center. However, this potential is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks in Exposition Park or at other nearby facilities, any such use would be for limited periods and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. The uses proposed under the Modified Project could result in increased usage of Exposition Park due to the patrons that would be drawn to the Project Site as compared to existing conditions, particularly since the Ancillary Uses would

be open on non-event days. However, it is anticipated that any potential increase in demand would be offset by the open space amenities that would be included as part of the Modified Project. Specifically, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas. Therefore, operation of the Modified Project would not result in a substantial adverse impact to parks and recreational facilities, and impacts would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to parks and recreational facilities, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(e) Other Public Facilities

Potential impacts to other public facilities (i.e., libraries) were not assessed in detail in the Certified EIR. Significant impacts to libraries could occur if a project were to create an increased demand for library facilities that could result in the need for new or physically altered facilities. Library services within the Project area are provided by the Los Angeles Public Library (LAPL). The LAPL assesses service capacity based on the residential population within a specified distance of City libraries. The closest library to the Project Site is the Exposition Park–Dr. Mary McLeod Bethune Regional Library located at 3900 S. Western Avenue, approximately 1.5 miles from the Project Site. The residential population of a library's service area is the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth. Because no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site. Thus, implementation of the Modified Project would not result in a direct increase in the number of residents within the service population of the Exposition Park–Dr. Mary McLeod Bethune Regional Library. As such, the Modified Project would not exceed the capacity of the local libraries to adequately serve the existing residential service population based on target service populations. In addition, it is unlikely that construction workers would utilize the libraries that serve the Project Site on their way to/from work or during their lunch hours. Rather, construction workers would likely utilize library facilities near their places of residence because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. While new employment at the Project Site would have the potential to generate an indirect demand for library services, this potential demand is anticipated to be limited because, as discussed above in Section IV.M,

Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks at nearby libraries or visit them after work, any such use would be for limited periods and would not be anticipated to create an increased demand for libraries that could result in the need for new or physically altered facilities. Furthermore, due to the periodic, largely event-driven nature of the uses proposed on-site, and the distance to the nearest library, it is unlikely that the demand for LAPL facilities would increase as a result of visitors and patrons generated by the Modified Project. Therefore, the Modified Project would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered LAPL facilities, and impacts would be less than significant. No mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect to other public facilities (i.e., libraries), and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

O. Traffic/Transportation/Parking

The following analysis of the Modified Project's potential impacts associated with traffic, transportation, and parking is based on the Draft Technical Memorandum, dated October 2010, to the Los Angeles Department of Transportation (LADOT) from Fehr & Peers Transportation Consultants, of the Proposed Redevelopment of the Los Angeles Memorial Sports Arena (see Appendix F to the Certified EIR); the Traffic, Transportation and Parking analysis provided in Section IV.J of the Certified EIR; the Los Angeles Football Club Stadium Project Draft Transportation Analysis Report (Modified Project Transportation Report) prepared by Fehr & Peers Transportation Consultants, dated August 2015; and the Parking Analysis for the Los Angeles Football Club Stadium Project (Modified Project Parking Analysis) prepared by Fehr & Peers Transportation Consultants, dated August 2015. The Modified Project Transportation Report is included in Appendix P-1 of this Addendum. LADOT reviewed and approved the Modified Project Transportation Report on August 10, 2015. A copy of LADOT's Assessment Letter is included as in Appendix P-2 of this Addendum. The Modified Project Parking Analysis is included in Appendix Q of this Addendum.

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible. Additionally, in the context of Appendix G of the CEQA Guidelines, the *L.A.*

CEQA Thresholds Guide includes specific factors to be considered with regard to impacts associated with transportation, including construction-related traffic.[88] Based on these factors, for the purposes of this analysis, construction of the Modified Project would have a significant impact on traffic and circulation if construction activities were to: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met.

(i) Proposed Construction Activities and Schedule

As discussed in Section III, Project Description, on page 4, construction of the Modified Project is expected to take a total of approximately 20.5 months to complete. Construction is anticipated to involve five key phases:

1. Abatement & Soft Demolition—Approximately 10 weeks, 48 truckloads per workday, 80 workers.
2. Structure Demolition—Approximately 14 weeks, 72 truckloads per workday, 40 workers.
3. Grading—Approximately 4 weeks, 200 truckloads per workday, 40 workers.
4. Building Construction—Approximately 14 months, peak of 25 truckloads per workday (peak of 50 ready-mix concrete truckloads per day during concrete structure operations), typically 150 workers, and peak of 275 workers.
5. Site Finishes—Approximately 2 months overlapping with the last several weeks of building construction, trucks and workers included in estimates for building construction phase.

As discussed in Section IV.L, Noise, on page 119, pursuant to Mitigation Measure CR G-2 in the Certified EIR, construction and demolition activities under the Modified Project would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, which is more restrictive than Section 41.40 of the LAMC, which restricts construction hours to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday and national holidays. Pursuant to Section 41.40 of the LAMC, construction activities are prohibited on Sundays. However,

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[88] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. L.8-2.*

construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners. Under the proposed Modified Project, the Applicant may seek approval from the Executive Director to extend the construction hours to permit interior construction activities outside of the hours provided in Mitigation Measure CR G-2. Refer to Section IV.L, Noise, on page 119, for additional discussion.

Peak hauling activity is anticipated to occur during the grading phase. Approximately 200 haul trucks are expected on peak days of activity. The hauling activity is likely to use double-belly dump haul trucks. For access to the I-110 freeway to/from both the south and the north, the primary anticipated truck route would be via Martin Luther King, Jr. Boulevard for inbound and outbound trucks. These trucks could adversely affect the adjacent roadway network since the major roadways anticipated to be used as a truck route for the Modified Project already experience congestion during peak traffic periods. Thus, a secondary route, expected to be used infrequently, would be Figueroa Street to Martin Luther King, Jr. Boulevard to the I-110 freeway. In addition to haul trucks, the Project Site is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required to lay foundation. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the Modified Project. These materials would be delivered to the Project Site and stored on-site. These deliveries are expected to occur in variety of vehicles, including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would also have to be delivered to the Project Site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

The Modified Project proposes to provide sufficient construction staging areas either on the Project Site itself or in the adjacent Exposition Park Parking Lot 6 for trucks throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane closures along Martin Luther King, Jr. Boulevard. Such closures, if required, would be subject to LADOT review and approval.

The number of construction workers would vary throughout the construction period. The maximum number of workers expected to be generated on a peak worker trip day would occur during the building construction phase, when it is expected that up to 275 workers could be on-site on a single day. Parking for all construction workers would be provided either on the Project Site or in the adjacent Exposition Park Parking Lot 6.

(ii) Intersections

A construction period trip generation analysis was conducted in the Modified Project Transportation Report to estimate daily, morning, and evening peak-hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, and in accordance with Project Design Feature O-5, it was assumed that up to 70 construction workers would arrive during the peak morning commute hour and up to 180 construction workers would depart during the peak evening commute hour. Trucks were assumed to arrive and depart evenly through an 11-hour construction day. A PCE factor of 2.5 was assumed for double belly dump haul trucks while a PCE factor of 2.0 was assumed for concrete, vendor and delivery trucks, based on the 2010 *Highway Capacity Manual*.

Table 7 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum presents the estimated construction truck and employee vehicle trip generation for each of the Modified Project's proposed construction phases. Table 8 in the Modified Project Transportation Report presents the estimated construction trip generation by phase converted into passenger car equivalents. As shown on Table 7, the highest number of potential construction-related vehicle trips on a daily basis could occur during the concrete pour element of the building construction phase, with up to 275 workers and 50 trucks per day for a total of 788 daily vehicle trips. As shown on Table 8, the highest number of potential construction-related PCE trips on a daily basis, however, could occur during the grading phase, with up to 200 haul trucks and 40 workers per day leading to an estimate of 1,100 daily PCE trips. During peak hours, up to 125 (80 inbound and 45 outbound) PCE trips are projected during the A.M. peak hour and up to 200 (10 inbound and 190 outbound) PCE trips are projected during the P.M. peak hour.

The peak construction activity would generate fewer daily trips, A.M. peak-hour inbound trips, and P.M. peak-hour outbound trips than are projected for the Modified Project's Ancillary Uses on a non-event weekday (as demonstrated in the Modified Project Transportation Report, A.M. inbound and P.M. outbound trips are the most critical trips in terms of their potential to impact operating conditions at nearby study area intersections). Specifically, as discussed below in Section IV.O.b, Traffic/Transportation/Parking, on page 155, the Modified Project's Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 85 inbound trips during the A.M. peak hour and 197 outbound trips during the P.M. peak hour, which would result in less than significant impacts to study area intersections. Therefore, because Modified Project construction traffic would fall within the scope of the Ancillary Use's operational non-event day traffic, potential traffic impacts associated with construction would also be less than significant. Nonetheless it is conservatively recognized that the influx of material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks would be needed for the concrete pour.

- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.

- Delivery vehicles may need to queue temporarily on adjacent roadway of Martin Luther King, Jr. Boulevard before entering the Project Site. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

The Certified EIR included Mitigation Measure G-1 requiring the preparation of a construction-related traffic management plan to reduce construction-related noise impacts. This mitigation measure would also serve to reduce construction-related traffic impacts. Mitigation Measure G-1 has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum), along with modifications that are detailed below based on recommendations from the Modified Project Transportation Report. While the Modified Project Transportation Report concludes that potential traffic impacts from Modified Project construction would be less than significant in the absence of mitigation, implementation of Mitigation Measure G-1, as revised below, would further ensure that the Modified Project would not result in substantial delays and disruption of existing traffic flow. Therefore, peak-hour intersection impacts during construction would remain less than significant following the implementation of this measure.

(iii) Access and Safety

During construction of the Modified Project, construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard. The Modified Project proposes to provide adequate construction truck staging and construction worker parking either on the Project Site or in the adjacent Exposition Park Parking Lot 6 throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane and/or sidewalks closures along Martin Luther King, Jr. Boulevard. However, it is not uncommon for these types of deliveries to result in temporary lane closures. Furthermore, as stated in revised Mitigation Measure G-1 below, the Construction Management Plan would include provisions to ensure driver and pedestrian safety along affected roadways and sidewalks, including: implementing a worksite traffic control plan to route traffic and/or pedestrians around lane and/or sidewalk closures; maintaining existing access for land uses in proximity of the Project Site; scheduling deliveries and pick-ups of construction materials to off-peak travel periods, to the extent feasible; and using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment to/from the

Project Site. Implementation of the Construction Management Plan would minimize potential conflicts between construction activity and pedestrian and vehicular traffic in the vicinity of the Project Site, further ensuring that the Modified Project would not result in substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur. Therefore, construction traffic impacts related to access and safety would be less than significant.

(iv) Public Transit

There are a variety of public transit facilities in the vicinity of the Project Site. For purposes of evaluating potential impacts to transit resulting from Modified Project construction, transit stops immediately adjacent to the Project Site and in the vicinity of truck and construction worker access points and potential queue areas were analyzed. These transit stops include: a bus stop for the Metro Line 200 and Metro Line 40 at the northeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 81 and the LADOT DASH Southeast Line at the southeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 40 at the northwest corner of Martin Luther King, Jr. Boulevard and Hoover Street; and a bus stop for the Metro Lines 81, 200, 442, and 550 and the DASH Southeast Line at the southeast corner of 39th Street and Figueroa Street. These transit stops would be maintained during construction of the Modified Project, including any potential lane closures on Martin Luther King, Jr. Boulevard, which would be limited to the stretch between Hoover Street and Figueroa Street (east of the Metro Line 40 bus stop). Furthermore, pursuant to Mitigation Measure J-2 in the Certified EIR, which would be implemented under the Modified Project, the Applicant would coordinate with Metro Bus Operation Control Special Events Coordinator regarding construction activities that may affect Metro and LADOT bus line operations. Therefore, construction of the Modified Project would not result in changes to bus/transit service such that a substantial inconvenience to riders would occur, and construction traffic impacts related to bus/transit service would be less than significant.

(v) Parking

As discussed in the Modified Project Transportation Report, during all phases of Modified Project construction, construction workers would park on the Project Site and/or in the Exposition Park Parking Lot 6 adjacent to the Project Site. This combined parking supply would be sufficient to accommodate construction-related parking. Pursuant to Project Design Feature O-1, the Applicant would be required to coordinate construction parking through the Exposition Park General Manager, who manages the parking supply in Exposition Park. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, coordination through the General Manager would ensure that adequate parking supplies are provided either by requiring all construction workers to park on the Project Site during those events,

or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by USC). Construction is not anticipated to require the removal of, or impair access to, on-street parking spaces along Martin Luther King, Jr. Boulevard or Figueroa Street adjacent to the Project Site, as street parking is not permitted along these street segments. Therefore, construction of the Modified Project would not result in substantial loss of on-site and/or off-site parking such that the parking needs of the Project Site area would not be met, and construction traffic impacts related to parking would be less than significant.

(vi) Conclusion

Based on the analysis above, Modified Project construction would result in less-than-significant traffic and transportation impacts to area intersections. Specifically, construction of the Modified Project would not: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met. Construction-related impacts to traffic, transportation, and parking would be further reduced with implementation of Mitigation Measure G-1 from the Certified EIR, as revised below, and Mitigation Measure J-2 from the Certified EIR. No additional mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect construction-related traffic, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The traffic impacts of operating the Original Stadium Project were analyzed in the Certified EIR (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), which concluded that no new significant traffic impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena. Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new traffic impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site. The Expo Park/USC Station is located approximately 0.35 mile

from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day traffic impacts identified in the Certified EIR.

Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event, with no material increase in event-related traffic expected. Therefore, because traffic impacts are assessed based on peak-hour conditions, the Certified EIR's conclusions with respect to event day traffic would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant.

However, because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis focuses on and quantitatively evaluates potential traffic impacts related to operation of the Ancillary Uses on non-event days.

(i) Intersections

The following analysis assumes that the Modified Project would be completed by 2018 and analyzes the Modified Project's potential traffic impacts on weekday non-event days under both existing and future year traffic conditions. Specifically, the following traffic scenarios are analyzed: Existing Conditions (Year 2015), Existing (Year 2015) plus Project Conditions, Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions. For further discussion of the traffic scenarios and the assumptions on which they are based, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Fourteen study intersections were identified for purposes of this analysis, in consultation with LADOT (pursuant to a Memorandum of Understanding (MOU) dated May 7, 2015). All 14 intersections are signalized and, in accordance with LADOT guidelines and City of Los Angeles requirements, the signalized intersections were analyzed for potential Modified Project traffic impacts on weekday non-event days. The study intersections are as follows:

1. Vermont Avenue & Exposition Boulevard
2. Vermont Avenue & Martin Luther King, Jr. Boulevard
3. Hoover Street & Martin Luther King, Jr. Boulevard

4. Figueroa Street & Exposition Boulevard
5. Figueroa Street & Flower Street
6. Figueroa Street & Exposition Park Drive/39th Street
7. Figueroa Street & Martin Luther King, Jr. Boulevard
8. Flower Street/I-110 Off-Ramp & Exposition Boulevard
9. Flower Street & 37th Street
10. Hope Street & 37th Street
11. I-110 Ramps & Martin Luther King, Jr. Boulevard
12. Hill Street/I-110 Ramps & Martin Luther King, Jr. Boulevard
13. Hoover Street & Vernon Street
14. Figueroa Street & Vernon Street

For further discussion of the existing conditions of the study area, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the Modified Project's Ancillary Uses on non-event weekdays. As shown in Table 15 on page 158, the Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 89 trips (85 inbound/4 outbound) during the A.M. peak hour and 260 trips (63 inbound/197 outbound) during the P.M. peak hour. The Modified Project's traffic was assigned to the street network using the distribution patterns described in Figure 5A and Figure 5B of the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum). Additionally, Appendix C of the Modified Project Transportation Report shows the assignment of the Modified Project-generated peak-hour traffic volumes at the analyzed intersections during the A.M. and P.M. peak hours. Trip-generation estimates and intersection traffic distributions account for the design limitations set forth in Project Design Features O-2 and O-3, below.

As shown in Table 16 on page 160, the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) is projected to operate at Level of Service (LOS) E during the A.M. peak period both under Existing Conditions and Existing plus Project Conditions. Based on the City of Los Angeles' thresholds of significance, which are

Table 15
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Conference Facilities		10.0 ksf															
Persons		261 prsns A.M.	3	100%	50%	0%	100%	10%	75%		1,121	131	0	261	43	323	430
Gross vehicles		430 prsns P.M.	1.00	0.50			0.50			per person	1,121	66	0	66	22	162	184
Internal capture[c]		[b]	*16%*		*0%*	*0%*		*53%*	*19%*		(175)	0	0	0	(12)	(31)	(43)
Transit credit[d]			*15%*	*15%*			*15%*				(142)	(10)	0	(10)	(2)	(20)	(22)
Net External Conference											804	56	0	56	8	111	119
Museum	580[g]	0.0 ksf A.M.[i]	5.80	0.89	86%	14%	0.58	16%	84%	per ksf	232	0	0	0	4	19	23
Internal capture[c]		40.0 ksf P.M.	*52%*		*0%*	*0%*		*83%*	*49%*		(121)	0	0	0	(3)	(9)	(12)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	(2)	(2)
Net External Museum											94	0	0	0	1	8	9
Team Store	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	665	0	0	0	18	23	41
Internal capture[c]		15.0 ksf P.M.	*68%*		*0%*	*0%*		*87%*	*51%*		(454)	0	0	0	(16)	(12)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(32)	0	0	0	0	(2)	(2)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(18)	0	0	0	0	(1)	(1)
Net External Team Store											161	0	0	0	2	8	10
Other Retail (fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	133	0	0	0	4	4	8
Internal capture[c,f]		3.0 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(20)	0	0	0	(1)	(1)	(2)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	0	0
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(10)	0	0	0	0	0	0
Net External Other Retail											86	0	0	0	3	3	6
Other Retail (not fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	532	0	0	0	15	18	33
Internal capture[c]		12.0 ksf P.M.	*67%*		*0%*	*0%*		*87%*	*51%*		(355)	0	0	0	(13)	(9)	(22)
Transit credit[d]			*15%*	*15%*			*15%*				(27)	0	0	0	0	(1)	(1)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(15)	0	0	0	0	(1)	(1)
Net External Other Retail											135	0	0	0	2	7	9
Quality Restaurant	931	0.0 ksf A.M.[i]	89.95	0.81	82%	18%	7.39	67%	33%	per ksf	540	0	0	0	29	15	44
Internal capture[c]		6.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(233)	0	0	0	(12)	(7)	(19)
Transit credit[d]			*15%*	*15%*			*15%*				(46)	0	0	0	(3)	(1)	(4)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(26)	0	0	0	(1)	(1)	(2)
Net External Quality Restaurant											235	0	0	0	13	6	19
High-Turnover Sit-Down Restaurant	932	0.0 ksf A.M.[i]	127.15	11.52	62%	38%	12.92	51%	49%	per ksf	636	0	0	0	33	32	65
Internal capture[c]		5.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(274)	0	0	0	(14)	(14)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(54)	0	0	0	(3)	(3)	(6)
Pass-by from net trips[e]			*20%*	*20%*			*20%*				(62)	0	0	0	(3)	(3)	(6)
Net External High-Turnover Rest.											246	0	0	0	13	12	25
Fast Food Rest. (fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c,f]		1.5 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(161)	0	0	0	(5)	(4)	(9)
Transit credit[d]			*15%*	*15%*			*15%*				(137)	0	0	0	(4)	(4)	(8)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(388)	0	0	0	(11)	(11)	(22)
Net External Fast Food											388	0	0	0	11	10	21

Table 15 (Continued)
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Fast Food Rest. (not fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c]		1.5 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(465)	0	0	0	(13)	(13)	(26)
Transit credit[d]			*15%*	*15%*			*15%*				(91)	0	0	0	(3)	(2)	(5)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(259)	0	0	0	(8)	(7)	(15)
Net External Fast Food											259	0	0	0	7	7	14
Office	710	25.0 ksf	11.03	1.56	88%	12%	1.55	17%	83%	per ksf	276	34	5	39	7	32	39
Internal capture[c]			*12%*		*0%*	*0%*		*48%*	*13%*		(33)	0	0	0	(3)	(4)	(7)
Transit credit[d]			*15%*	*15%*			*15%*				(36)	(5)	(1)	(6)	(1)	(4)	(5)
Net External Office											207	29	4	33	3	24	27
Project Total											**2,615**	**85**	**4**	**89**	**63**	**197**	**260**

[a] *Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition, 2012, unless otherwise noted.*

[b] *Conference facility trip estimates assume a morning event with 50 percent of attendees arriving during the A.M. peak hour, an afternoon event with 75 percent of attendees departing during the P.M. peak hour, an evening event with 10 percent of attendees arriving during the P.M. peak hour, and an average vehicle occupancy (AVO) of 2.0 attendees per vehicle. Events generating trips during the weekday A.M. peak hour will be limited to 320 attendees.*

[c] *Internal capture represents the percentage of trips between land uses that occur within the Project Site. Estimated using internal capture rates from ITE Trip Generation Handbook, 3rd Edition, 2014, Tables 6.1 and 6.2, balanced to the constrained end of the internal trip. Considers internalization between the various Modified Project uses, as well as between the Modified Project and the California Science Center.*

[d] *LADOT's Traffic Study Policies and Procedures, August 2014, state that a 15-percent transit credit may be taken for projects within 0.25 mile of a transit station or rapid bus stop. The Expo Park/USC LRT station, the Harbor Transitway 37th St./USC station, and Metro Rapid 754 on Vermont individually are each beyond 0.25 mile, but are each within 0.30 to 0.37 mile. Given the proximity of all three services, however, the combined effect of the three is considered to be 15 percent.*

[e] *The source for pass-by credits is Attachment I of LADOT's Traffic Study Policies and Procedures, August 2014.*

[f] *Internal capture for fast food restaurant and other retail possibly along the Figueroa Street frontage capped at 15 percent to reflect the potential that these uses attract a greater level of external trips, given their locations.*

[g] *No daily rate available from ITE for museum. Daily rate assumed to be 10 x P.M. peak-hour rate.*

[h] *Specialty retail (ITE code 826) used for museum store and other retail (used A.M. rate from code 820 since no A.M. rate is available for code 826).*

[i] *The museum, team store, other retail, quality restaurants, high-turnover sit-down restaurants, and fast food restaurants would not open for business until mid- to late-morning and, thus, would generate negligible trips during the A.M. peak hour.*

Source: Fehr & Peers, 2015.

Table 16
Existing Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing V/C	LOS	Existing Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.849	D	0.850	D	0.001	No
			Weekday P.M.	0.728	C	0.733	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.814	D	0.823	D	0.009	No
			Weekday P.M.	0.766	C	0.775	C	0.009	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.713	C	0.713	C	0.000	No
			Weekday P.M.	0.529	A	0.543	A	0.014	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	0.644	B	0.644	B	0.000	No
			Weekday P.M.	0.731	C	0.734	C	0.003	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.513	A	0.517	A	0.004	No
			Weekday P.M.	0.445	A	0.453	A	0.008	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.615	B	0.618	B	0.003	No
			Weekday P.M.	0.503	A	0.512	A	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.906	E	0.915	E	0.009	No
			Weekday P.M.	0.860	D	0.869	D	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.341	A	0.344	A	0.003	No
			Weekday P.M.	0.581	A	0.591	A	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.306	A	0.306	A	0.000	No
			Weekday P.M.	0.352	A	0.352	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.483	A	0.483	A	0.000	No
			Weekday P.M.	0.461	A	0.461	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.677	B	0.681	B	0.004	No
			Weekday P.M.	0.553	A	0.574	A	0.021	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.765	C	0.767	C	0.002	No
			Weekday P.M.	0.836	D	0.837	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.710	C	0.711	C	0.001	No
			Weekday P.M.	0.517	A	0.519	A	0.002	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.755	C	0.757	C	0.001	No
			Weekday P.M.	0.652	B	0.655	B	0.003	No

Source: Fehr & Peers, 2015.

further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Existing plus Project Conditions would be less than significant, and no mitigation measures would be required.

As shown in Table 17 on page 161, the following three intersections are projected to operate at LOS E or worse during one or both of the peak hours during both Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions on a non-event day: Vermont Avenue & Exposition Boulevard (Study Intersection 1); Figueroa Street & Exposition Boulevard (Study Intersection 4); and Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7). Based on the City of Los Angeles' thresholds of significance, which are further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at these three intersections and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Future plus Project Conditions would be less than significant, and no mitigation measures would be required.

(ii) Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP) requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.[89] The closest CMP arterial monitoring station, the intersection of Alameda Street & Washington Boulevard, is approximately 2.5 miles from the Project Site. As described in the Modified Project Transportation Report (see Appendix P-1 of this Addendum), the Modified Project would not add 50 or more vehicle trips during the A.M. or P.M. peak hours on non-event days at this intersection. Therefore, no further arterial review using CMP criteria is required.

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[89] *In addition, the "Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures" sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the Traffic Study Memorandum of Understanding for the Modified Project that the Modified Project would not meet these criteria for requiring a freeway impact analysis. Therefore, no further analysis under the City's agreement with Caltrans is required.*

Table 17
Future Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project V/C	LOS	Future Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.914	E	0.915	E	0.001	No
			Weekday P.M.	0.775	C	0.780	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.844	D	0.853	D	0.009	No
			Weekday P.M.	0.808	D	0.816	D	0.008	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.738	C	0.738	C	0.000	No
			Weekday P.M.	0.550	A	0.563	A	0.013	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	1.072	F	1.072	F	0.000	No
			Weekday P.M.	0.948	E	0.955	E	0.007	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.599	A	0.602	B	0.003	No
			Weekday P.M.	0.521	A	0.539	A	0.018	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.891	D	0.893	D	0.002	No
			Weekday P.M.	0.744	C	0.753	C	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	1.136	F	1.145	F	0.009	No
			Weekday P.M.	1.091	F	1.100	F	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.412	A	0.414	A	0.002	No
			Weekday P.M.	0.724	C	0.734	C	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.348	A	0.348	A	0.000	No
			Weekday P.M.	0.429	A	0.429	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.567	A	0.567	A	0.000	No
			Weekday P.M.	0.595	A	0.595	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.701	C	0.705	C	0.004	No
			Weekday P.M.	0.586	A	0.606	B	0.020	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.791	C	0.792	C	0.001	No
			Weekday P.M.	0.864	D	0.865	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.735	C	0.736	C	0.001	No
			Weekday P.M.	0.535	A	0.538	A	0.003	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.779	C	0.781	C	0.002	No
			Weekday P.M.	0.675	B	0.678	B	0.003	No

Source: Fehr & Peers, 2015.

The CMP mainline freeway monitoring stations closest to the Project Site are I-10 at Budlong Avenue and I-110 at Slauson Avenue. According to the trip generation and distribution estimates discussed above, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days at both of these locations. Additionally, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days on I-110 at Exposition Boulevard and Martin Luther King, Jr. Boulevard and on I-10 at Vermont Avenue and Hoover Street, which represent the freeway segments closest to the Project Site. Since fewer than 150 trips would be added during the A.M. or P.M. peak hours to the freeways serving the study area, no further analysis of the freeway segments is required for CMP purposes.

As further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.[90] The Project Site is well served by numerous established local and regional transit routes, including the Metro Expo light rail transit line (with the Expo Park/USC Station located approximately 0.35 mile from the Project Site), the Metro Silver Line and numerous express bus routes on the Harbor Transitway (with the 37th Street/USC station located approximately 0.37 mile from the Project Site), four local lines, one rapid line, and two express routes operated by Metro, and two LADOT DASH routes. The total estimated capacity for transit services in the Project Site vicinity is approximately 24,380 persons in the peak hours. Furthermore, The Modified Project would utilize approximately 0.3 percent of available transit capacity during the peak hours on non-event days.

As stated in the Certified EIR, the operation of Phase I of Metro's Exposition Light Rail Transit Project was anticipated to commence in 2011, prior to the anticipated build-out of the Original Stadium Project. With a dedicated station to serve Exposition Park (the Expo Park/USC Station), the planned capacity of the Expo Line accounted for existing uses within Exposition Park, including the existing Sports Arena. The Original Stadium Project would not increase the maximum historic attendance levels on-site compared to the

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[90] *As part of the trip generation estimates presented in Table 15 on page 158, a transit credit of 15 percent was taken for the conference, museum, retail, restaurant, and office land uses. This credit accounts for trips made to and from the Project Site using modes other than automobiles. These include trips on light-rail, bus, bicycle, walk, etc. As discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the 15 percent transit credit is estimated to reduce Modified Project-generated trips by 16 vehicle trips during the A.M. peak hour and 54 vehicle trips during the P.M. peak hour on non-event days. Applying an average vehicle ridership (AVR) factor of 1.4, the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.*

existing Sports Arena, therefore, the planned capacity of the Expo Line also accounted for the potential operation of the Original Stadium Project including stadium events. Operation of the Expo Line has since commenced with the actual opening of Phase 1 in 2012, and the Expo Line currently provides service for approximately 30,300 riders on an average daily basis. Phase 2 of the Expo Line is under construction to Santa Monica and will open in spring 2016. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. On event days, the Project's ancillary uses would be open only to ticket-holding patrons already traveling for the event. Therefore, like the Original Stadium Project, the Modified Project's stadium would not change the event day ridership levels from those anticipated at the time the Expo Line was planned. The Applicant will, however, coordinate with Metro regarding appropriate service levels on event days, pursuant to Project Design Feature O-6.

Based on the analysis above, the Modified Project would result in less-than-significant impacts to CMP transit facilities. No mitigation measures are required.

(iii) Access

As shown in Table 16 and Table 17 on pages 160 and 161, each of the analyzed intersections that provide primary access to the Project Site are projected to operate at LOS C or better under Existing plus Project conditions and at LOS D or better under Future with Project Conditions on non-event days. Therefore, with the addition of Modified Project traffic under these conditions, no significant impact would occur.

(iv) Parking

The Certified EIR determined that the LAMC-required parking requirement for the Original Stadium Project was 4,400 parking spaces. The thresholds on which this analysis was based are stated on page IV.J-5 of the Certified EIR. At the time the Certified EIR was prepared, there were approximately 19,981 parking spaces available within the Exposition Park and USC Campus area that were generally available to meet the parking demands of the land uses within the general vicinity of the Project Site. Specifically, there were approximately 7,340 parking spaces within the Exposition Park area alone that could meet the parking demands of the Coliseum, Sports Arena, and other Exposition Park uses. As such, the Certified EIR determined that an adequate supply of parking existed within the area to meet the LAMC-required parking and the parking demands of future events held under the Original Stadium Project. Therefore, parking impacts were determined to be less than significant.

Like the Original Stadium Project, the Modified Project proposes the development of a 22,000-seat MLS stadium. Therefore, the parking demand associated with the stadium portion of the Modified Project would not change. However, an increase in parking demand beyond levels analyzed in the Certified EIR could result from the Modified Project's Ancillary Uses on non-event days, as well as from employees of the Ancillary Uses on event days. Potential parking impacts associated with each of these conditions are addressed below. The following analysis also addresses potential bicycle parking impacts, which were not analyzed in detail in the Certified EIR.

As discussed in Section III, Project Description, of this Addendum, consistent with the Original Stadium Project, parking for the Modified Project would be provided by the supply available at Exposition Park. Based on an updated parking supply inventory, as detailed in Table 1 in the Modified Project Parking Analysis included in Appendix Q of this Addendum, Exposition Park currently provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park. These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of the Non-Disturbance Agreement between the California Science Center and the University of Southern California, during special events at the Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center Structure and 375 spaces may be reserved by the Natural History Museum in Parking Lot 3. If these reservations occur, an estimated 4,986 vehicle spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter the parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the on-site VIP parking lot, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

The parking requirements for the Modified Project were analyzed pursuant to LAMC Section 12.21A.4, which establishes vehicle parking space ratios based on square feet or seats, and Section 12.21A.16, which establishes requirements for bicycle parking spaces. The ratios used to determine the required number of vehicle parking spaces for the Modified Project are shown in Table 18 on page 166 and described in detail in the Modified Project Parking Analysis included in Appendix Q of this Addendum. As shown in Table 18, after applying the aforementioned LAMC parking requirements, the required parking for the

Table 18
Parking Code Analysis—Vehicle Spaces

Use	Size	Code Requirement[a]	Required Vehicle Spaces
Stadium			
Stadium	22,000 seats	1 space per 5 fixed seats	4,400
Total Stadium			**4,400**
Ancillary Uses			
Conference	10.0 ksf	1 space per 35 sq. ft.	286
Museum	40.0 ksf	1 space per 500 sq. ft.	80
Retail	30.0 ksf	1 space per 250 sq. ft.	120
Restaurant	14.0 ksf	1 space per 100 sq. ft.	140
Office	25.0 ksf	1 space per 500 sq. ft.	50
Total Ancillary Uses (without reduction for bicycle parking)			**676**
Total Ancillary Uses (with reduction for bicycle parking)[b]			**648**

[a] *Los Angeles Municipal Code, Section 12.21A.4.*

[b] *The City of Los Angeles Bicycle Ordinance allows for replacement of required vehicle parking spaces for non-residential uses at a ratio of 1 vehicle space for every 4 bicycle spaces up to 20 percent of required spaces. Refer to Table 2 in the Modified Project Parking Analysis included in Appendix Q of this Addendum for calculations.*

Source: Fehr & Peers, 2015.

stadium component of the Modified Project on event days would be 4,400 vehicle parking spaces, consistent with the Certified EIR analysis. For non-event days, as shown in Table 18, the required parking for the Modified Project's Ancillary Uses under the LAMC is estimated at 676 vehicle parking spaces. As discussed below, the Modified Project would provide 107 bicycle parking spaces in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days.[91] The LAMC permits reductions in the required number of vehicle spaces at a ratio of one vehicle space reduced for every four bicycle spaces provided, up to a maximum of 20 percent of the required vehicle spaces for non-residential uses. Thus, 648 vehicle parking spaces would be required on non-event days for the Ancillary Uses when taking a credit for bicycle parking pursuant to the LAMC. Pursuant to Project Design Feature O-4, on event days, the Ancillary Uses would only be open to ticketed patrons of the stadium; thus, the 648 vehicle spaces for the Ancillary Uses would not be needed separate from the stadium requirement. However, to the extent that some

[91] *See LAMC Section 12.21A.16.*

of the Ancillary Uses may be considered additional to the typical uses considered in the LAMC requirement for a stadium, there could be some additional parking need for Ancillary Use employees on event days. As described in the Modified Project Parking Analysis, it is estimated that up to approximately 178 parking spaces may be needed for employees of the Ancillary Uses if they all were to be open during stadium events and were all considered to be additional employees beyond those normally required to operate a stadium (see Table 19 on page 168).[92] This could conservatively increase the Modified Project's potential parking need on event days to as many as 4,578 spaces (4,400 for the stadium and 178 for the additional Ancillary Uses employees), which would still be fully accommodated by the parking supply provided for events in Exposition Park (approximately 4,986 to 5,961 existing spaces and up to 5,236 to 6,211 spaces with the Modified Project). On non-event days, the parking supply provided by Exposition Park (approximately 5,961 existing spaces and up to 6,211 spaces with the Modified Project) would adequately meet the LAMC requirement of 648 vehicle parking spaces for the Modified Project's Ancillary Uses. Therefore, consistent with the conclusions in the Certified EIR for the Approved Stadium Project (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), impacts with respect to parking would be less than significant under the Modified Project on event days and non-event days. No mitigation measures are required.

With regard to bicycle parking, the Modified Project would be required to provide at least 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) pursuant to the bicycle parking requirements set forth in a proposed Specific Plan amendment that would require sufficient bicycle parking to accommodate two percent of stadium seating capacity.[93]. One-hundred and seven of these spaces would be provided in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days. The remaining 333 would be provided through a bicycle valet service on event days. In the event that bicycle parking needs increase over time, the bicycle valet service on event days could be expanded. As discussed further in the Modified Project Parking Analysis, the proposed amount of bicycle parking would exceed the bicycle parking rates at the other recently approved professional sports stadiums, including Farmers Field in Los Angeles, Avaya Stadium in San Jose, and Levi's Stadium in Santa Clara. Therefore, the proposed

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[92] *In order to not interfere with the parking supply available to the Coliseum on large Coliseum event days, these employees would be parked either in one or more of the following locations: (1) temporarily in the subterranean loading dock/service area beneath the Project Site; (2) in the VIP parking lot adjacent to the soccer stadium should that development option be constructed; and/or (3) in off-site parking locations to be arranged by the Applicant. If off-site location(s) are beyond 750 feet from the Project Site, shuttles would be provided to shuttle employees between the parking location(s) and the Project Site.*

[93] *The Specific Plan does not currently provide a bicycle parking requirement.*

Table 19
LAFC Employee Parking Needs

Land Use	Total Vehicle Spaces Required per LAMC Code[a]	Estimated Number of Vehicle Spaces Needed for Employees							
		Size (sf)	Employee Factor (employees/sf)[b]	No. of Employees	Transit	Rideshare	AVR	Absentee	Employee Parking Need
Conference Facilities	286	9,000	0.00271	24	15%	10%	1.33	5%	17
Museum	80	36,000	0.00135[c]	49	15%	10%	1.33	5%	35
Retail	120	27,750	0.00271	75	15%	10%	1.33	5%	53
Restaurant	140	11,900	0.00271	32	15%	10%	1.33	5%	23
Office	50	21,250	*assume all code-required spaces are used by employees*						50
Total	**676**	**105,900**							**178**

[a] *From Table 8 of Modified Project Transportation Report.*
[b] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 2012.*
[c] *Museum employee density would be lower than retail. Employee factor for industrial parks used as surrogate for museum.*
Source: Fehr & Peers, 2015.

bicycle parking supply would be adequate to satisfy the anticipated bicycle parking demand of the Modified Project, and would be consistent with required bicycle parking rates with approval of the requested Specific Plan amendment. Therefore, impacts related to bicycle parking would be less than significant. No mitigation measures are required.

(v) Conclusion

As demonstrated above, the Modified Project would have less-than-significant traffic, transportation, and parking impacts during both construction and operation. Therefore, the Modified Project would not result in any new significant impacts with respect to traffic, transportation, and parking, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to traffic, transportation, and parking:

PDF O-1: The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by the University of Southern California).

PDF O-2: If the maximum permitted amount of office floor area (i.e., 21,250 square feet) is developed, attendance at morning conference facility functions on non-event days shall be limited to 261 attendees, and attendance at evening conference facility functions on non-event days shall be limited to 430 attendees. For every reduction of 850 square feet in office space floor area that is ultimately built in the Modified Project, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

PDF O-3: The museum, team store, other retail uses, and all restaurant uses shall not open for business until 10:00 A.M. or later.

PDF O-4: For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed

25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.

PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.

PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not limited to the Expo Light Rail.

The following mitigation measures were included in the Certified EIR to further reduce the less-than-significant traffic impacts associated with construction and operation of the Original Stadium Project. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.
- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.

- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

EIR Mitigation Measure MM J-1: Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

EIR Mitigation Measure MM J-2: The ~~Coliseum Commission~~ Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.

P. Utilities and Service Systems

The following analysis is based on the Public Utilities analysis provided in Section IV.I of the Certified EIR, and on the Utility Infrastructure Technical Memorandum (Infrastructure Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix R of this

Addendum. The Infrastructure Report evaluates the potential environmental impacts associated with the proposed modifications to the Original Stadium Project under the Modified Project to determine whether such modifications would result in new significant impacts to utility infrastructure that were not already evaluated in the Certified EIR.

(a) Wastewater

The Certified EIR for the Original Stadium Project concluded that impacts with respect to wastewater infrastructure and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average wastewater flows from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the existing wastewater infrastructure in the Project Site vicinity and existing wastewater treatment facilities would be able to accommodate the Original Stadium Project's demand for wastewater conveyance and treatment, and impacts related to wastewater would be less than significant. The thresholds on which this analysis was based are stated on page IV.I-6 of the Certified EIR.

As discussed in the Certified EIR, wastewater conveyance infrastructure and treatment services for the Project area are provided by the City of Los Angeles Department of Public Works Bureau of Sanitation Division (BOS). The Project Site is serviced by multiple BOS sewers as follows:

- A sewer main in Hoover Street that is 18 inches in diameter south of South Park Drive, transitions to a 10-inch sewer line at South Park Drive and extends northerly, generally along the eastern side of South Coliseum Drive;
- 6- and 8-inch sewer laterals servicing the existing Sports Arena and other uses within Exposition Park; and
- A 72-inch-diameter North Outfall Sewer main in 41st Place, south of the Project Site.

As described in the Certified EIR and Infrastructure Report, the existing Sports Arena is serviced by four sewer laterals: two 6-inch sewer laterals on south side of the Project Site and two additional sewer laterals, 6- and 8-inches in diameter, on the north side of the Project Site. The laterals on the north side of the Project Site head east to an existing manhole, tying into the 10-inch sewer main adjacent to the south side of South Coliseum Drive/Christmas Tree Lane. The laterals on the south side of the Project Site

head west to an existing manhole, transitioning to an 8-inch sewer lateral. The 8-inch lateral continues west to an existing manhole off the existing sewer main adjacent to the east side of South Coliseum Drive. As noted above, this main is 10 inches in diameter north of South Park Drive. South of South Park Drive, it transitions to an 18-inch main, and then runs south to connect to a 72-inch North Outfall Sewer main in 41st Place.

Wastewater generated from the Project Site is conveyed via the local collector sanitary sewer system directly to the Hyperion Treatment Plant (HTP), located southwest of the Los Angeles International Airport in Playa del Rey, for treatment. The HTP has the capacity to treat approximately 450 million gallons per day (mgd) of wastewater for full secondary treatment, and currently treats approximately 362 mgd.[94] This includes wastewater currently generated on the Project Site from the existing Sports Arena. As such, the HTP is currently operating at approximately 80 percent of its capacity, with a remaining available capacity of approximately 88 mgd. The treated water from the HTP is discharged through an outfall pipe 5 miles into the Santa Monica Bay and Pacific Ocean.[95]

Wastewater impacts during construction were not analyzed in detail in the Certified EIR. Wastewater generation would occur incrementally throughout construction of the Modified Project. However, such use would be temporary and nominal when compared with the wastewater generated by operation of the Modified Project, which is analyzed below. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. As such, wastewater impacts during construction would be less than significant and no mitigation measures are required.

Operational wastewater impacts are assessed based on daily wastewater generation on a maximum activity day (i.e., event day). As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. Therefore, wastewater impacts with respect to the stadium portion of the Modified Project would not represent a substantial increase in wastewater generation compared to existing conditions, consistent with the Certified EIR analysis. However, additional event-day wastewater generation beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated wastewater generation of the stadium would not

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[94] *City of Los Angeles Department of Public Works, Bureau of Sanitation, About Wastewater—Facts and Figures, www.lacitysan.org/wastewater/factsfigures.htm, accessed July 23, 2015.*

[95] *City of Los Angeles Department of Public Works, LA Sewers Website, Treatment Plants—Hyperion Treatment Plant, www.lasewers.org/treatment_plants/hyperion/index.htm, accessed July 23, 2015.*

change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with BOS methodology for determining sewer line capacity, this analysis presents the estimated wastewater generation of the entire Modified Project, including the stadium component.

As shown in Table 20 on page 175, the Modified Project's total estimated wastewater flow would be approximately 87,675 gallons per day (gpd), of which 21,675 gpd would be generated by the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it does not account for the wastewater reduction requirements of the City's Green Building Code, which calls for a 20-percent reduction in wastewater through the installation of water-conserving fixtures or through utilizing Los Angeles Plumbing Code-approved non-potable water systems within a building.

A Sewer Capacity Availability Request, included in Appendix B of the Infrastructure Report provided in Appendix R of this Addendum, was obtained from the City of Los Angeles Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Modified Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system, and the Modified Project's estimated wastewater flow, the City determined that the existing sanitary sewer lines that serve the Project Site would have an adequate capacity to accommodate the additional infrastructure demand created by the Modified Project. Sewer service for the Modified Project would be provided utilizing new or existing sewer connections to the existing sewer main that generally runs along the east side of South Coliseum Drive within the Project Site. Except for these sewer connection pipes, no upgrades to the existing sewer mainlines are anticipated as forecasted flow levels are all below the available capacity within each of the sewers that would serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

As described above, the Hyperion Treatment Plant has a capacity of 450 mgd, and current wastewater flow levels are at 362 mgd. These flow levels include wastewater currently generated on the Project Site from the existing Sports Arena. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 88 mgd. As shown in Table 20, the Modified Project would generate a net increase wastewater flow from the Project Site of approximately 21,675 gpd, or approximately 0.022 mgd, beyond levels analyzed in the Certified EIR for the Original Stadium Project. The Modified Project's increase in average daily wastewater flow of 0.022 mgd would represent approximately 0.02 percent of the current 88 mgd remaining available capacity of the Hyperion Treatment

Table 20
Modified Project Event Day Wastewater Generation

Facility Description	Quantity	Daily Average Generation Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[b]	1,200
Museum	40,000 gsf	30/1,000 sf[c]	1,200
Team Store	15,000 gsf	50/1,000 sf[d]	750
Restaurant—Full Service	380 seats[e]	30/seat[f]	11,400
Restaurant—Fast Food	150 seats[g]	25/seat[h]	3,750
Retail	15,000 gsf	25/1,000 sf[i]	375
Office	25,000 gsf	120/1,000 sf[j]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Typical Event Day (Stadium and Ancillary Uses)			87,675

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[e] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[f] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[g] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[h] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area (less than 100,000 SF)" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

Plant. Therefore, the net increase in wastewater generation associated with the Modified Project could be accommodated by the existing capacity of the Hyperion Treatment Plant. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater treatment capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to wastewater, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Water

The Certified EIR for the Original Stadium Project concluded that impacts with respect to water supply, infrastructure, and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average water demand from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the existing water infrastructure in the Project Site vicinity, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-17–IV.I-18 of the Certified EIR. The Certified EIR also determined that a Water Supply Assessment is not required for the Original Stadium Project pursuant to Senate Bill (SB) 610.

As discussed in the Certified EIR, water is currently supplied to the Project Site by the City of Los Angeles Department of Water and Power (LADWP). The Project Site is adjacent to several existing LADWP public water mains, including the following:

- 16-inch diameter water main in Figueroa Street;
- 61-inch diameter water main (Silver Lake Outlet Trunk Line) generally within and adjacent to Figueroa Street;
- 12-inch diameter main in Martin Luther King, Jr. Boulevard;
- 4-inch diameter main in Martin Luther King, Jr. Boulevard; and
- 8-inch diameter main in Hoover Street that extends to South Coliseum Drive.

The existing Sports Arena is currently serviced by an 8-inch lateral that runs parallel to the north side of South Park Drive, which stems from the 16-inch water main within Figueroa Street. Additionally, there are a minimum of eleven existing fire hydrants on Figueroa Street, Martin Luther King, Jr. Boulevard and South Coliseum Drive adjacent to the Project Site. Within the Project Site there is one private fire hydrant and multiple fire department connections. The private hydrant is located near the southwest corner of the existing Sports Arena footprint.

LADWP's water supply portfolio is comprised of four primary sources: the Los Angeles Aqueduct, local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. In 2013, LADWP had an available water supply of 581,098 acre-feet, of which approximately 11 percent was from the Los Angeles Aqueduct, approximately 11 percent was from local groundwater, approximately 75 percent was from the MWD, and approximately 2 percent was from recycled water.[96] This amount does not represent the totality of water supplies available to LADWP; rather, LADWP's supply portfolio changes annually as purchases and withdrawals are made in response to projected demands within its service area. Thus, future anticipated supplies are represented in terms of projected demand. Water demand projections in five-year increments through 2035 are available in LADWP's 2010 Urban Water Management Plan (UWMP). As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[97] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018).

Additionally, as discussed in the Certified EIR, SB 610, codified in the California Water Code, Sections 10910 *et seq.*, became effective January 1, 2002. SB 610 requires counties and cities to consider the availability of adequate water supplies for certain new large development projects. These statutory provisions include requirements for both water supply assessments (WSAs) and UWMPs applicable to the California Environmental Quality Act (CEQA) process. Projects subject to CEQA requiring submittal of a WSA include the following:

- Residential developments of more than 500 dwelling units;

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[96] *Los Angeles Department of Water and Power, Water Resources Division, Water Supply Assessment for the 5901 Sunset Project, approved by the Board of Water and Power Commissioners on June 17, 2014.*

[97] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 21
City of Los Angeles Water Demand Projections Based on Hydrological Conditions
(thousand AFY)

Hydrological Conditions	Years				
	2015	**2020**	**2025**	**2030**	**2035**
Average Year	614.8	652	675.6	701.2	710.8
Single Dry Year	651.7	691.1	716.1	743.2	753.4
	2011	**2012**	**2013**	**2014**	**2015**
Multi-Dry Year (2011–2015)	590	608.2	626.5	602.9	627.1
	2016	**2017**	**2018**	**2019**	**2020**
Multi-Dry Year (2016–2020)	647.1	661.2	675.4	644.6	665.1
	2021	**2022**	**2023**	**2024**	**2025**
Multi-Dry Year (2021–2025)	683	694.5	706.1	670.9	689.1
	2026	**2027**	**2028**	**2029**	**2030**
Multi-Dry Year (2026–2030)	707.9	720.1	732.4	696.1	715.2
	2031	**2032**	**2033**	**2034**	**2035**
Multi-Dry Year (2031–2035)	731.2	740.3	749.3	708.8	725

AFY = acre-feet per year

Source: Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibits 11E–11K.

- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plant, or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;
- Mixed-use projects that include one or more of the above-identified categories; or

- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project.

As analyzed below, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

(i) Construction

As stated in the Certified EIR, during construction, upgrades to water service connections may cause temporary impacts on the adjacent land uses during construction. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, the Certified EIR concluded that temporary disruptions in local water service during the construction period of the Original Stadium Project are not anticipated, and impacts would be less than significant. This conclusion would not change under the Modified Project, which would implement the same standard practices to ensure that potential service interruptions are avoided to the extent feasible. Additionally, while construction of the Modified Project would result in a temporary and intermittent increase in potable water demand on the Project Site for activities such as dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other short-term related activities, construction-related demand would be substantially less than the Modified Project's operational water demand, which is analyzed below. As demonstrated through the analysis below, the Modified Project's operational water demand would be within the City's available water supply, infrastructure, and treatment capacity. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to construction-related water demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

Water demand during operation is analyzed by estimating domestic, fire (sprinkler and fire hydrant), and irrigation uses. Fire flow demands require high flow rates and constitute a relatively short term demand. Domestic and irrigation flow demands require low to moderate flow rates and constitute long term demand. An analysis of the Modified Project's demands with respect to each of these categories is provided below.

Additionally, as set forth in the Certified EIR, the existing Sports Arena hosts a variety of sports and civic events as well as concerts and shows throughout the year. As described in Table II-1 on page II-6 of the Certified EIR, the Sports Arena has hosted an average of 69 annual events, including 60 events per year with an average attendance of

4,100 persons, 6 events per year with an average attendance of 13,500 and 3 events per year with an average attendance of 37,800. Based on these data, Sports Arena events generate an average annual attendance of approximately 440,400 persons. Like the Original Stadium Project, the Modified Project proposes a 22,000-seat MLS stadium. Therefore, peak day attendance under the Modified Project is also expected to be similar to peak historic attendance levels at the Sports Arena. However, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could range from 628,500 persons to a maximum of approximately 1,403,500 persons. In addition to peak day attendance, these annual attendance estimates are relevant for determining the Modified Project's annual water demand as it relates to SB 610 requirements, as discussed below.

Fire Flow

Los Angeles Fire Code (Fire Code) Chapter 5, Section 507, establishes fire flow standards by development type. The Modified Project is within the Industrial and Commercial category, which has a required fire flow of 6,000 to 9,000 gallons per minute (gpm) from four to six fire hydrants flowing simultaneously (1,500 gpm per hydrant). The Fire Code also requires hydrants to be spaced to provide adequate coverage of the building exterior and deliver a minimum pressure of 20 pounds per square inch (psi) at full flow. Industrial and Commercial uses require one hydrant per 80,000 square feet of land area with 300 feet distance between hydrants on roads and fire lanes. Required hydrant types include 2.5-inch by 4-inch double fire hydrants or 4-inch by 4-inch double fire hydrants. Fire hydrant demands therefore act as the baseline for any water system upgrades.

The Certified EIR stated that the Original Stadium Project would be required to comply with LAFC and building code fire flow requirements for the Project Site. Based on information in the Modified Project Infrastructure Report, the hydrant coverage around the Project Site is considered adequate pursuant to LADWP and LAFD standards. Existing hydrant and/or fire department connections within the Project Site may be need to be removed and replaced as required if necessary as part of the Sports Arena demolition or if the City requires increased coverage around the Modified Project. Based on recent correspondence from LADWP, which is included in Appendix A of the Modified Project Infrastructure Report, the static water pressure at 3939 Figueroa Street is 89 psi in the high pressure system and 71 psi in the low pressure systems. Therefore, there are no known existing deficiencies in the water system that would preclude the system from being able to provide the required fire flow to the Modified Project. Upon finalization of the Modified Project design, a pressure flow report would be requested from LADWP to ensure that existing water pressure is sufficient to serve the Modified Project. Furthermore, as stated in Section IV.N.a, Public Services—Fire Protection, on page 137 of this Addendum, based on its preliminary review of the Modified Project, the LAFD has not identified any

substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. Thus, with adherence to LAFD and Fire Code requirements for the Project Site, impacts with respect to fire flow would be less than significant, consistent with the conclusions of the Certified EIR. No mitigation measures are required.

Domestic and Irrigation Water Demand

As previously discussed, the Certified EIR determined that the peak and average water demand for the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the Certified EIR concluded that existing water infrastructure in the vicinity of the Project Site, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water supply would be less than significant. For the same reason, the Certified EIR also determined that the Original Stadium Project would not require a Water Supply Assessment (WSA) pursuant to SB 610.

Operational impacts related to water are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to water supplies and SB 610 requirements). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic maximum attendance levels of the Sports Arena (i.e., up to 55,132 attendees, as shown in Table II-3 in the Certified EIR). Therefore, potential water supply and infrastructure capacity impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day water consumption beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated water consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with LADWP methodology for determining pipeline capacity, this analysis presents the estimated peak daily water consumption of the entire Modified Project, including the stadium component. Furthermore, as discussed above, while maximum event day attendance in the stadium portion of the Modified Project would be

substantially the same as under the Original Stadium Project, annual attendance at the proposed stadium could increase under the Modified Project as compared to levels projected under the Original Stadium Project. Therefore, the analysis below also estimates the annual water consumption for the entire Modified Project in order to determine the Modified Project's potential water supply impacts, or whether the Modified Project would result in the need for a WSA in accordance with SB 610.

As shown in Table 22 on page 183, the Modified Project's total estimated water demand on an event day would be approximately 94,322 gpd, of which 72,647 gpd would be associated with the stadium and 21,675 gpd would be associated with the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it conservatively does not account for implementation of Project Design Feature P-1, which reflects the water conservation commitment of the Modified Project. Specifically, the Modified Project would commit to reducing indoor potable water demand by at least 20 percent below 2013 CALGreen requirements. Additionally, the Modified Project would implement Mitigation Measure MM I.2-1 in the Certified EIR, which reflects DWP requirements for new construction. Mitigation Measure MM I.2-1 has been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum) with revisions to reflect current DWP requirements.

The total Modified Project demand of 94,322 gpd on an event day converts to a peak flow demand of approximately 66 gallons per minute (gpm). Utilizing a peaking factor of 3, the peak demand on an event day would be 198 gpm. This is significantly lower than the fire flow requirement of 1,500 gpm from a single hydrant discussed above. Thus, sufficient infrastructure capacity would be available to accommodate the Modified Project's daily water demand on an event day. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to water infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

Annual water demand has also been evaluated to determine whether the Modified Project would result in the need for a WSA in accordance with SB 610. As summarized above and described in detail in the Certified EIR, existing events within the Sports Arena have generated an average annual attendance of 440,400 persons. Using a per patron water demand rate of 8.8778 units, consistent with LADWP's methodology for analyzing annual water demand associated with professional sports stadiums,[98] this average

[98] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Table 22
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Landscape Irrigation	96,508 sf	68.87/1,000 sf[b]	6,647
Subtotal			72,647
Additional Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[c]	1,200
Museum	40,000 gsf	30/1,000 sf[d]	1,200
Team Store	15,000 gsf	50/1,000 sf[e]	750
Restaurant—Full Service	380 seats[f]	30/seat[g]	11,400
Restaurant—Fast Food	150 seats[h]	25/seat[i]	3,750
Retail	15,000 gsf	25/1,000 sf[j]	375
Office	25,000 gsf	120/1,000 sf[k]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			94,322

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *Landscaping water use is estimated per California Code of Regulations Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[e] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[f] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[g] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[h] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area*

Table 22 (Continued)
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
(less than 100,000 SF)" rate.			
[k] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*			
Source: Langan Engineering and Environmental Services, Inc., 2015.			

annual attendance generates an annual demand for approximately 3.9 million gallons (11.97 acre-ft) of water. As discussed above, based on preliminary programming data provided by LAFC, annual attendance would range from 628,500 persons to a maximum of approximately 1,403,500 persons under the Modified Project. Based on water demand from the maximum annual attendance projected for events, the proposed Ancillary Uses, and use of irrigation, the annual water demand for the Modified Project was estimated and is summarized in Table 23 on page 185. As shown therein, the Modified Project would result in a net annual water demand of approximately 15,094,769 gallons, or 46 acre-feet. This estimate is highly conservative in that it is based on the following assumptions:

- Maximum number of potential events occurring at the proposed stadium with maximum potential attendance;
- Irrigation occurring four days a week, year-round, for each square foot of landscaped surface; and
- Gross square feet rather than floor area for the proposed Ancillary Uses.

As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[99] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018). The Modified Project's estimated net increase in water demand of approximately 46 acre-feet per year would comprise less than 0.008 percent of the water demand for the City in 2018 during an

[99] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 23
Modified Project Annual Water Consumption

Event	Max Quantity (days)	Max Capacity/ Unit	Daily Average Consumption Rate (GPD)	Total (gallons)
MLS Regular Season Games	20	22,000	8.8778/patron[a]	3,906,240
MLS Playoff Game[b]	3	22,000	8.8778/patron	585,936
MLS/SUM Special/Preseason Game	2	22,000	8.8778/patron	390,624
CONCACAF soccer games	4	22,000	8.8778/patron	781,248
US Men and Women National Team	1	22,000	8.8778/patron	195,312
Euro/Mexican Exhibition	3	22,000	8.8778/patron	585,936
Concerts Tier 1	20	22,000	8.8778/patron	3,906,240
Concerts Tier 2	20	8,500	8.8778/patron	1,509,226
Community Events	15	4,500	8.8778/patron	599,251
Ancillary Uses	365	Varies[c]	Varies[c]	7,911,375
Landscape Irrigation[d]	208	96,508 sf	68.87/1,000 sf	1,382,368
			Gallons	**acre-ft**
Total Annual Water Demand for Programmed Events (88 days)			12,460,013	38.3
Total Annual Water Demand—Ancillary Uses			7,911,375	24.3
Total Annual Water Consumption—Landscape Irrigation			1,382,368	4.2
Estimated total Annual Water Demand Under Modified Project			21,753,756	67
Estimated Water Conservation (see Table 24 on page 186)			(2,749,204)	(8.4)
Historic Average Annual Water Demand (to be removed)			(3,909,783)[e]	(12.0)
Estimated Net Increase in Annual Water Demand Under Modified Project			15,094,769	46

sf = square feet

GPD = gallons per day

[a] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

[b] *In the event that the MLS team advances to the playoffs.*

[c] *See Table 22 on page 183.*

[d] *Assumes irrigation occurs 4 days per week.*

[e] *440,400 annual patrons * 8.8778 gal per patron*

Source: Langan Engineering and Environmental Services, Inc., 2015.

average year, single-dry year, and multiple-dry year period. Therefore, the Modified Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years for the Modified Project build-out year, as such, LADWP would be able to meet the water demand for the Modified Project as well as existing and planned water demands of its future service area.

Table 24
Modified Project Estimated Annual Water Conservation

Event	Unit	Total Uses	Water Saving Factor (gal/use)	Total (gallons)
Stadium				
Water Closet	88 days	11,000	0.32	309,760
Urinals	88 days	11,000	0.50	484,000
Ancillary Uses	119,000 gsf	365 days	20%[a]	1,582,275
Landscape Irrigation				
Drip and Bubblers	96,508 sf	208 days	18.59/1,000 sf[b]	373,169
Estimated Annual Water Conservation—Irrigation Only				**373,169**
Total Estimated Annual Water Conservation in gallons/year				**2,749,204**
Total Estimated Annual Water Conservation in acre-ft/year				**8.4**

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *Conservatively assumes code-required savings pursuant to City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Pursuant to Project Design Feature P-1, the Modified Project would exceed this reduction.*

[b] *Assumes 27-percent reduction. Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

LADWP's water supplies are facing challenges due to environmental concerns and litigation associated with LADWP's sources of water supply. Additionally, changes in hydrological conditions due to climate change could also have an impact on MWD's water supplies. However, along with MWD's water management and reliability initiatives, LADWP is committed to, as outlined in the 2010 Urban Water Management Plan, providing a reliable water supply for the City. The 2010 Urban Water Management Plan takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The 2010 Urban Water Management Plan addresses the current and future State Water Project supply shortages. However, the 2010 Urban Water Management Plan specifically concludes that MWD's actions in response to the threats to the State Water Project will ensure continued reliability of its water deliveries. Furthermore, by focusing on demand reduction, LADWP will ensure that long-term dependence on MWD supplies will not be exacerbated by potential future

shortages. Additionally, water conservation and recycling will play an increasing role in meeting future water demands.

With regard to SB 610 requirements, conservatively using the Bureau of Sanitation wastewater generation rate for a one-bedroom dwelling unit of 110 gallons per day per dwelling unit, 500 residential units generate a demand of approximately 20,075,000 gallons of water per year, or 61.6 acre-ft. As discussed above, the net annual water demand for the Modified Project is well below this number. As such, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), operational impacts with respect water supply and infrastructure capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to water supply and infrastructure capacity, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to water:

PDF P-1: The Modified Project would reduce indoor potable water demand by at least 20 percent below Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata.

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to water. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but has been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.2-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and

overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High-efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High-efficiency dual flush toilets in single-use bathrooms;
- High-efficiency urinals (~~0.5~~ 0.125 gallons per flush or less, includes waterless urinals);
- Restroom faucet flow rate of ~~1.5~~ 0.35 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of ~~2.0~~ 1.5 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High-efficiency clothes washers (water factor of 6.0 or less);
- High-efficiency dishwashers (ENERGY STAR rated);
- Use of tankless and on-demand water heaters as feasible;
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling; (Note: Single-pass cooling refers to the use of potable water to extract heat from process equipment)
- Irrigation system requirements:
  - Weather-based irrigation controller with rain shutoff;
  - Flow sensor and master valve shutoff (large landscapes);
  - Matched precipitation (flow) rates for sprinkler heads;
  - Drip/microspray/subsurface irrigation where appropriate;
  - Minimum irrigation system distribution uniformity of 75 percent;

  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
  - Use of landscape contouring to minimize precipitation runoff;
- Metering:
  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);
- Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.

(c) Solid Waste

The Certified EIR for the Original Stadium Project determined that the amount of solid waste generated during construction and operation of the Original Stadium Project would fall within the available permitted capacity of area landfills and recycling centers (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR). Therefore, the Certified EIR concluded that solid waste impacts associated with construction and operation would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-30–IV.I-31 of the Certified EIR. Although impacts would be less than significant, the Certified EIR included Mitigation Measures I.4-1 and I.4-2, which requires implementation of recycling programs during construction and operation, respectively, to further ensure that potential solid waste impacts remain less than significant.

As stated in the Certified EIR, construction of the Original Stadium Project would require the demolition of the existing Sports Arena. The Certified EIR estimated that approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated included concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The Certified EIR concluded that the amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant under the Original Stadium Project.

Like the Original Stadium Project, the Modified Project would require the demolition of the existing Sports Arena. The estimated amount of demolition debris from the Sports Arena (5.4 million cubic feet of debris according to the Certified EIR) would not change

under the Modified Project. As shown in Table 25 on page 191, construction of the Modified Project's stadium and Ancillary Uses would generate an estimated 1,478 tons of solid waste. Combined with the demolition of the Sports Arena, which was addressed in the Certified EIR but is provided herein for informational purposes, Modified Project demolition and construction activities would generate a total of 121,478 tons of solid waste. This estimate is conservative in that it does not account for implementation of Project Design Feature P-2, which reflects the Modified Project's commitment to utilize building materials with at least 20 percent recycled-contents. Additionally, pursuant to revised Mitigation Measure I.4-1, the Modified Project would implement a construction waste management plan to achieve a minimum 75-percent diversion from landfills, which exceeds the City of Los Angeles Green Building Code (Ordinance No. 181,480) requirement of 50 percent. Mitigation Measure I.4-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, and has been revised to reflect the specific diversion rate that would be implemented under the Modified Project. Therefore, following the implementation of this measure, a total of approximately 30,370 tons of construction and demolition waste from the Modified Project would be disposed of in area landfills that accept construction and demolition waste generated within the City of Los Angeles. As shown in Table 26 on page 192, the combined estimated remaining permitted capacity of these landfills is 156.28 million tons. The Modified Project's estimated generation of construction and demolition waste would represent approximately 0.02 percent of this total. Therefore, the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's construction and demolition-related solid waste disposal needs. Accordingly, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during construction would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-1 and Project Design Feature P-2. No additional mitigation measures are required.

With respect to solid waste generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in the amount of solid waste generated at the Project Site on an event day because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site, and maximum attendance of the stadium would be within historic attendance levels of the Sports Arena. Therefore, the Certified EIR concluded that any additional solid waste generated by the Original Stadium Project would not result in significant impacts on solid waste services.

As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, impacts associated with the stadium portion of the Modified

Table 25
Demolition and Construction Waste Generated by the Modified Project

Land Use	Size (gsf)	Generation Rate[a] (lbs/sf)	Total (tons)
Demolition			
Sports Arena	—	—	120,000[b]
Construction			
MLS Stadium	641,000	3.89	1,247
Ancillary Uses			
Conference Facilities	10,000	3.89	19
Museum	40,000	3.89	78
Team Store	15,000	3.89	29
Retail	15,000	3.89	29
Restaurant	14,000	3.89	27
Office	25,000	3.89	49
Subtotal for Construction	—	—	*1,478*
Total (prior to recycling)			**121,478**
Total (after 75 percent recycling)			**30,370**

gsf = gross square feet

lbs = pounds

[a] *U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998.*

[b] *Based on information in the Certified EIR (i.e., 5.4 million cubic feet) and applying a conversion factor of 1,200 lbs/cubic yard for construction and demolition waste (Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2013 Annual Report, Permitted Large Volume Solid Waste Transfer and Processing Facilities in Los Angeles County in 2013, Appendix E-4).*

Source: Eyestone Environmental, 2015.

Project would not change compared to levels analyzed in the Certified EIR. However, the Modified Project would include additional Ancillary Uses, which would operate in conjunction with the stadium on event days and could increase solid waste generation on maximum generation days as compared to levels analyzed in the Certified EIR. As shown in Table 27 on page 193, the Modified Project's Ancillary Uses would have the potential to generate an additional 348 tons of solid waste per year. This estimate is conservative as it does not account for the solid waste reduction features provided for in Project Design Feature P-3, below, or implementation of Mitigation Measure I.4-2 in the Certified EIR, which requires implementation of an on-site recycling plan to achieve an operational diversion rate of at least 40 percent. These measures are anticipated to substantially reduce solid waste generated by the Modified Project.

Table 26
Solid Waste Disposal and Estimated Remaining Capacity for Landfills That Serve the City of Los Angeles[a]

Landfill	Accepts Construction & Demolition Waste (Y/N)	Location	2013 Total Disposal (million tons)[b]	Estimated Remaining Permitted Capacity as of 12/31/13 (million tons)[c]
Class III				
Antelope Valley[d]	Y	Palmdale	0.463	12.01
Chiquita Canyon[e]	Y	Unincorporated	1.029	2.94
Lancaster[f]	Y	Lancaster	0.080	13.20
Sunshine Canyon City/County[g]	Y	Unincorporated	2.262	65.79
Class III Landfill Subtotal			*3.834*	*93.94*
Inert				
Azusa Land Reclamation	Y	Azusa	0.143	62.34
Inert Landfill Subtotal			*0.143*	*62.34*

[a] *Does not include the Calabasas Landfill, which is limited to accepting waste from within the Calabasas Wasteshed (as defined by Los Angeles County Ordinance No. 91-0003), which is composed of the incorporated cities of Hidden Hills, Agoura Hills, Westlake Village and Thousand Oaks; that portion of the City of Los Angeles bordered by the northerly line of Township 2 North on the north, Interstate Highway 405 on the east, Sunset Boulevard and the Pacific Ocean on the south, and the City boundary on the west; and certain unincorporated areas in the Counties of Los Angeles and Ventura.*

[b] *Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works' Solid Waste Information Management System.*

[c] *Estimated Remaining Permitted Capacity is based on landfill owner/operator's response in a written survey conducted by the Los Angeles County Department of Public Works in May 2013 as well as site-specific permit criteria established by local land use agencies.*

[d] *Proposed expansion approved in 2011, which increased capacity by approximately 9 million tons.*

[e] *Proposed expansion pending, which would increase capacity by approximately 48 million tons. Land Use Permit (LUP) limits waste disposal to 30,000 tons per week. LUP expires November 24, 2019.*

[f] *A new Conditional Use Permit (CUP) that allowed usage of the remaining design capacity of 12.3 million tons became effective on December 14, 2011.*

[g] *The combined Sunshine Canyon City/County Landfill became effective December 31, 2008, based on a memorandum of understanding between the City of Los Angeles and the County.*

Source: Eyestone Environmental, 2015, based on information from County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2013 Annual Report, May 2015.

As shown in Table 26, based on information provided in the Los Angeles County Integrated Waste Management Plan 2013 Annual Report, the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated

Table 27
Additional Solid Waste Potentially Generated by the Modified Project

Land Use	Size (sf)	Employees[a]	Solid Waste Generation Factor[b] (tons/unit/year)	Waste Generation (tons/year)
Conference Facilities	9,000	24	0.37	9
Office	21,250	102	0.37	38
Museum	36,000	49	1.87	92
Team Store and Other Retail	27,750	75	1.52	114
Restaurant	11,900	32	2.98	95
Total				**348**

sf = square feet

[a] *Refer to Table X in Section IV.M, Population, Housing, and Employment, of this Addendum for the calculation of the Modified Project's employment estimate.*

[b] *City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002. Waste generation factors are for: "Services—Business" (Conference Facilities and Office uses); "Other Industries" (Museum); "Retail—Remainder" (Team Store and Other Retail); and "Retail—Restaurants" (Restaurants).*

Source: Eyestone Environmental, 2015.

within the City of Los Angeles is estimated to be approximately 93.94 million tons. The estimated additional generation of 348 annual tons of solid waste from the Modified Project's Ancillary Uses would represent approximately 0.0004 percent of this total each year. Furthermore, the additional solid waste disposal associated with the Modified Project's Ancillary Uses would represent approximately 0.009 percent of the City's annual solid waste disposal quantity at these landfills in 2013 (i.e., approximately 3.8 million tons, as shown in Table 26 on page 192). Therefore, the Modified Project's estimated increase in solid waste generation as compared to levels analyzed in the Certified EIR would increase the City's solid waste stream by a negligible amount, and the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's operational solid waste disposal needs. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during operation would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-2. No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to solid waste, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to solid waste:

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content and shall be manufactured within a 500-mile radius of the Project Site.

PDF P-3: During operation, the Modified Project shall:

- Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control.
- Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria:
  - Bio-based materials and/or chemicals
  - Minimal presence of exposure to potentially harmful chemicals
  - No Volatile Organic Compounds (VOC)
  - Biodegradable
  - Non-toxic
  - Low flammability

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to solid waste. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the specific solid waste diversion commitment of the Modified Project:

EIR Mitigation Measure MM I.4-1: The ~~Project~~ Applicant shall develop a construction and demolition debris recycling program to divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills.

EIR Mitigation Measure MM I.4-2: The ~~Project~~ Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.

(d) Energy

The Certified EIR for the Original Stadium Project concluded that impacts with respect to energy conservation would be less than significant under the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.I-23 of the Certified EIR. Specifically, the Certified EIR determined that energy demands during construction would be typical of construction projects for similarly sized projects and would not necessitate additional energy facilities or distribution of infrastructure. During operation, peak and average electricity and natural gas demand from the Project Site would not increase compared to the existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR concluded that the existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy conservation would be less than significant.

As discussed in the Certified EIR, electricity is supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP). LADWP generates power from a variety of energy sources including hydropower, coal, gas, nuclear sources, and renewable resources such as wind, solar, and geothermal sources. According to LADWP's 2014 Power Integrated Resource Plan, LADWP has a net dependable generation capacity greater than 7,639 megawatts (MW).[100] During the 2013 fiscal year, the most recent year for which data is available, LADWP delivered a total of approximately 23.5 million megawatt-hours (MWh) of electricity to its customers.[101] Approximately 23 percent of

[100] *LADWP, 2014 Power Integrated Resource Plan, Section 1, Introduction, page 17, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[101] *LADWP, Power Facts and Figures, www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factand figures?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466462244888847, accessed August 11, 2015.*

LADWP's 2013 electricity purchases were from renewable sources, compared to 19 percent statewide.[102]

The Project Site is served by multiple underground electrical service conduit distribution systems along South Coliseum Drive, Martin Luther King, Jr. Boulevard, and Figueroa Street. There is also a series of above-ground power poles along the east side of Hoover Street. These poles support overhead power lines along Hoover Street and east along the southern limits of the Project Site, terminating just east of the existing VIP parking lot. At the point of termination, two underground conduits stem from the power pole, providing primary power to the Sports Arena.

As discussed in the Certified EIR, natural gas is supplied to the Project Site by the Southern California Gas Company (SCG). SCG receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.[103] Gas supply available to SCG from all sources was approximately 2.8 billion cubic feet (cf) per day in 2013 (the most recent year for which data are available).[104]

The Project Site is adjacent to several existing SCG mains as follows:

- 3-inch diameter lateral servicing the existing Sports Arena;
- 4-inch diameter main in South Coliseum Drive just north of the intersection with South Park Drive; and
- 12-inch diameter gas main in Martin Luther King, Jr. Boulevard.

Energy demands are also generated by mobile sources. According to the California Energy Commission, transportation accounts for nearly 40 percent of California's total energy consumption.[105] In 2013, California consumed 14.53 billion gallons of gasoline and

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[102] *LADWP, 2014 Power Integrated Resource Plan, Table D-1, LADWP's 2013 Power Content Label, page D-18, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[103] *California Gas and Electric Utilities, 2014 California Gas Report, pages 76-77, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[104] *California Gas and Electric Utilities, 2014 California Gas Report, page 30, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[105] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

2.74 billion gallons of diesel fuel.[106] Petroleum-based fuels currently account for 92 percent of California's transportation energy sources.[107] Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined. The California Energy Commission predicts that the demand for gasoline will continue to decline over the next ten years and there will be an increase in the use of alternative fuels.[108]

(i) Construction

As stated in the Certified EIR, during construction, energy would be consumed during the demolition, excavation, and construction phases of the Original Stadium Project. The Certified EIR determined that energy demands during construction would be typical of construction projects of similar types and sizes and would not necessitate additional energy facilities or distribution infrastructure. Therefore, the Certified EIR concluded that energy demands during construction would be less than significant. The Modified Project includes design changes to the proposed stadium and additional construction associated with the proposed Ancillary Uses. Therefore, the Modified Project could result in additional energy consumption during the construction phases beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the construction-related energy consumption of the entire Modified Project, including the proposed stadium.

As shown in Table 28 on page 198, approximately 59,767 kWh of electricity, approximately 121,516 gallons of gasoline, and approximately 217,244 gallons of diesel fuel would be consumed during Modified Project construction. Electricity would be consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. Overall, construction activities associated with the Modified Project would require limited electricity use that would not have an adverse impact on available electricity supplies. Construction activities typically do not involve the consumption of natural gas. The petroleum-based fuel use summary provided in Table 28 represents the highest amount of energy that could be

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[106] *California Board of Equalization, Net Taxable Gasoline Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/MVF_10_Year_Report.pdf; and Net Taxable Diesel Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/Diesel_10_Year_Report.pdf, accessed August 11, 2015.*

[107] *California Energy Commission. 2015–2016 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program, November 2014, www.energy.ca.gov/2014publications/CEC-600-2014-009/CEC-600-2014-009-SD.pdf, accessed August 11, 2015.*

[108] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

Table 28
Summary of Energy Use During Modified Project Construction

	Unit	Modified Project
Electricity		
Water Conveyance	kWh	59,767
Construction Activities	kWh	N/A[b]
Total	**kWh**	**59,767**
Gasoline		
On-Road Vehicles	Gallons	121,516
Off-Road Equipment	Gallons	0
Total	**Gallons**	**121,516**
Diesel		
On-Road Vehicles	Gallons	102,393
Off-Road Equipment	Gallons	114,852
Total	**Gallons**	**217,244**

kWh = kilowatt hours

[a] *Energy usage during Project construction is calculated for the duration of the construction period.*

[b] *Electricity usage associated with lighting during construction and other construction activities necessitating electrical power is not easily quantifiable. Such electricity demand would be nominal and temporary and would cease upon the completion of construction.*

Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

consumed during Modified Project construction. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Consistent with the conclusions in the Certified EIR, energy demands during Modified Project construction would be typical of construction projects of similar types and sizes, and would not necessitate additional energy facilities or distribution infrastructure. Thus, the Modified Project's consumption of electricity and transportation-fuel would continue to be temporary and typical of similarly sized construction projects. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to construction-related energy demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

The Certified EIR determined that peak and average electricity and natural gas demand from the Project Site would not increase since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR determined that existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy would be less than significant. While impacts would be less than significant, the Certified EIR included mitigation measures to reflect LADWP-recommended energy efficiency features, which would further reduce impacts. As the Modified Project includes design changes to the proposed stadium, changes to the stadium's operational program, and additional construction associated with the Ancillary Uses, the Modified Project could result in additional energy consumption beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the operational-related energy consumption of the entire Modified Project, including the proposed stadium.

Operational impacts related to energy are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to supplies and overall energy efficiency). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic peak attendance level of the Sports Arena (i.e., a maximum attendance of 55,132 attendees was recorded in 2009, as shown in Table II-3 in the Certified EIR). In addition, the Modified Project would implement energy conservation features under the Los Angeles Green Building Code that were not required when the Original Stadium Project was approved. Therefore, energy impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase in energy consumption compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day electricity and natural gas consumption beyond levels analyzed in the Certified EIR would result from concurrent operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated electricity and natural gas consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, this analysis presents the estimated peak daily electricity and natural gas consumption of the entire Modified Project, including the stadium component, on an event day.

As shown in Table 29 and Table 30 on pages 200 and 201, the Modified Project's total estimated electricity demand on an event day would be approximately

Table 29
Modified Project Event Day Electricity Consumption

Facility Description	Quantity	Consumption Rate (kWh/unit/year)[a]	Total Average (kWh/day)[b]
Original Stadium Project Uses			
Stadium	253,400 gsf	53.30[c,d]	37,003
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	10.5[e]	288
Museum	40,000 gsf	10.5[e]	1,151
Team Store and Other Retail	30,000 gsf	13.55	1,114
Restaurant	14,000 gsf	47.45	1,820
Office	25,000 gsf	12.95	887
Subtotal Additional Uses			*5,260*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**42,263**

gsf = gross square feet

[a] *Usage Factors are based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Uses higher "event day" consumption rate for stadium as the stadium would consume more electricity on event days compared to non-event days.*

[d] *Corresponding rate not available for this land use. Therefore, the highest rate, "Food Store," was applied.*

[e] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

42,263 kilowatt-hours (kWH), of which 37,003 kWh would be associated with the stadium and 5,260 kWh would be associated with the proposed Ancillary Uses. The Modified Project's total estimated natural gas demand on an event day would be approximately 140 therms[109] per day, of which 16 therms would be associated with the outdoor stadium and 124 therms would be associated with the proposed Ancillary Uses. To provide a conservative analysis, these estimates are based on gross square footage (rather than floor area). Furthermore, they conservatively do not account for implementation of the energy conservation features discussed below.

[109] *1 Therm = 100,000 British thermal units (Btu) = 100 cubic foot (sf).*

Table 30
Modified Project Event Day Natural Gas Consumption

Facility Description	Quantity	Consumption Rate (therms/sf/year)[a]	Total Average (therms/day)[b]
Original Stadium Project Uses			
Stadium	25,340 gsf[c]	0.23	16
Additional Ancillary Uses Under Modified Project			
Conference Facilities[d]	10,000 gsf	0.23	6
Museum[d]	40,000 gsf	0.23	25
Team Store and Other Retail	30,000 gsf	0.05	4
Restaurant	14,000 gsf	2.10	81
Office	25,000 gsf	0.11	8
Subtotal Additional Uses			*124*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**140**

gsf = gross square feet

[a] *Usage Factors are based on Table 8-5 of California Commercial End-Use Survey, March 2006. 1 Therm = 100,000 Btu = 100 cubic foot.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Assumes 10 percent of stadium consumes gas (typical of open-air sports arenas).*

[d] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

According to the Infrastructure Report, off-site electrical and natural gas service is available for the Project Site, and LADWP and SCG have confirmed that existing infrastructure has adequate capacity to serve the peak demand of the Modified Project (see Appendix R, Infrastructure Report). As stated in the Certified EIR, depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Applicant may be financially responsible for some on-site infrastructure improvements. Such improvements may include installation of meters and/or service lateral connections, or the relocation of service laterals or the undergrounding of power lines necessary to serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to electricity and natural gas infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

While the stadium's energy demand on an event day would be substantially the same as that of the Original Stadium Project (i.e., comparable or less than existing event-

day demand under the Sports Arena), the number of events held at the stadium on an annual basis could increase under the Modified Project as compared to levels projected under the Original Stadium Project. As shown in Table II-2 and Table II-3 in Section II, Project Description, of the Certified EIR, the existing Sports Arena hosts an average of 69 events a year (29 weekday events and 40 weekend events). Based on the programming proposed for the Modified Project, up to 88 stadium events could occur each year. In addition, the proposed Ancillary Uses would be operational up to seven days a week. Therefore, the following analysis estimates the annual operational energy consumption for the entire Modified Project to assess (1) whether adequate energy supplies are available to serve the Modified Project, and (2) the extent to which the Modified Project would incorporate energy conservation features to avoid wasteful, inefficient, and unnecessary consumption of energy. In accordance with Appendix F of the CEQA Guidelines, the estimate of the Modified Project's annual energy consumption includes estimated transportation energy consumption.

As shown in Table 31 on page 203, a total of approximately 5,019,673kWh of electricity, approximately 50,978 therms of natural gas, approximately 1,057,248 gallons of gasoline, and approximately 180,542 gallons of diesel fuel would be consumed annually during Modified Project operation. The annual electricity and natural gas shown in Table 31, reflects the Modified Project's consumption of electricity and natural gas after implementation of project design features, regulatory requirements, and mitigation measures, which are provided below. The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project) for nonresidential construction.[110] Therefore, while the Modified Project would represent an increase in annual energy consumption over existing conditions with the Sports Arena due to the additional number of events and proposed Ancillary Uses, the Modified Project would be more energy efficient than both the Sports Arena and the Original Stadium Project. With regard to transportation energy consumption, the gasoline and diesel fuel usage estimates provided reflect internalization and the use of transit by people visiting the Project Site. In particular, the Expo Light Rail Line had not been completed when the

[110] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 31
Summary of Annual Energy Use During Modified Project Operation

	Unit	Existing Sports Arena[a]	Modified Project Without Project Features[b,c]	Modified Project With Project Features	Percent Reduction from Project Features	Net Annual Energy Use
Electricity						
Electricity (building)	kWh/Year	2,207,477	6,012,376	4,809,901	-20%	2,602,424
Electricity (water)	kWh/Year	41,242	239,793	209,772	-13%	168,530
Total Electricity	kWh/Year	2,248,719	6,252,169	5,019,673	-20%	2,770,954
Natural Gas	Therms	48,316	50,978	50,978	0%	2,662
Mobile						
Gasoline	Gallons	277,274	1,464,954	1,057,248	-28%	779,974
Diesel	Gallons	47,349	250,164	180,542	-28%	133,193

[a] *Assumes 69 events per year, consistent with the Certified EIR.*
[b] *Based on the Infrastructure Report included in Appendix R of this Addendum.*
[c] *Assumes 88 events per year, pursuant to the Modified Project program.*
Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

Original Stadium Project was analyzed in the Certified EIR. This rail line now provides substantial access to the Project vicinity via public transit and provides a substantial source of conservation of transportation energy. As shown in Table 31 on page 203, the Modified Project's conservation features would result in a reduction of energy use of 12 to 20 percent. Therefore, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

With respect to energy supplies, the Modified Project would result in a net increase in 2,770,954 kWh/year in electricity consumption when accounting for the removal of the existing Sports Arena. Based on LADWP's 2014 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in 2018 (the Modified Project's buildout year) will be 22,807 gigawatt-hours (GWh) of electricity.[111,112] As such, the Modified Project-related net increase in annual electricity consumption of 2,770,954 kWh/year would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018. Therefore, it is anticipated that LADWP's existing and planned electricity supplies would be sufficient to support the Modified Project's electricity demand. Impacts would be less than significant and no mitigation is required.

As stated above, the Modified Project's estimated net increase in annual gas consumption is 50,978 therms. Based on the California Energy Commission's staff demand forecast for the 2014–2024 period, annual natural gas supply within SoCalGas's service area is estimated to be approximately 7,161 million therms in 2018. [113,114] Therefore, the Modified Project would account for approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area. Therefore, it is anticipated that SCG's existing and planned natural gas supplies would be sufficient to support the Modified Project's net increase in demand for natural gas. Impacts would be less than significant and no mitigation is required.

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[111] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[112] *LADWP, 2014 Power Integrated Resource Plan, Appendix A, Table A-1, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 5, 2015.*

[113] *Demand was interpolated between 2015 and 2020 estimates.*

[114] *The California Energy Commission's forecast includes three scenarios: a high energy demand case, a low energy demand case, and a mid energy demand case. The consumption forecast for the low energy demand case is used in this calculation to provide a conservative analysis of the Project (i.e., the Project would represent a greater percentage of overall demand under this scenario). California Energy Commission, Commission Final Report, California Energy Demand 2014–2024 Final Forecast, January 2014, p. 63, www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V1-CMF.pdf, accessed August 12, 2015.*

Based on the analysis above, and consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to operational-related energy demand would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to operational-related energy demand, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

The Modified Project would also implement the following Project Design Features related to energy conservation:

PDF P-4: The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf.

PDF P-5: The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program.

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to energy. These mitigation measures would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in

Appendix A of this Addendum, but have been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.3-1: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

EIR Mitigation Measure MM I.3-2: The ~~Project~~ Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air conditioning equipment in accordance with building demands; ~~and~~
- The isolation of air conditioning to any selected floor to floors; and
- Where feasible, reduce building conditioning load by reducing the amount of conditioned building area.

EIR Mitigation Measure MM I.3-3: The ~~project~~ Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted.

EIR Mitigation Measure MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from buildings, via ceiling plenum, shall be used to reduce cooling loads in warm weather.

EIR Mitigation Measure MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

EIR Mitigation Measure MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. ~~Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.~~

EIR Mitigation Measure MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the

issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

EIR Mitigation Measure MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

EIR Mitigation Measure MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated.

EIR Mitigation Measure MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible:

- Exterior walls abutting to conditioned spaces: R-60
- Roof areas abutting conditioned spaces: R-80[115]

EIR Mitigation Measure MM I.3-11: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

EIR Mitigation Measure MM I.3-12: The ~~Project~~ Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.

EIR Mitigation Measure MM I.3-13: The ~~Project~~ Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

EIR Mitigation Measure MM I.3-14: The ~~Project~~ Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

EIR Mitigation Measure MM I.3-15: The ~~Project~~ Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption

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[115] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

EIR Mitigation Measure MM I.3-16: The ~~Project~~ Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

EIR Mitigation Measure MM I.3-17: Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

EIR Mitigation Measure MM I.3-18: The ~~Project~~ Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

EIR Mitigation Measure MM I.3-19: Design Project shall focus pedestrian activity within sheltered outdoor areas.

Q. Cumulative Impacts

CEQA requires that the analysis of potential project impacts include cumulative impacts. CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts."[116] This analysis of cumulative impacts need not be as in-depth as what is performed relative to the project, but instead is to "be guided by the standards of practicality and reasonableness."[117]

The Certified EIR analyzed the potential cumulative impacts of the Original Stadium Project (see Section IV.K, Cumulative Impacts, in the Certified EIR). The Certified EIR's analysis of cumulative impacts was based on a list of individual related projects in the Project Site area that were known at the time the Certified EIR was prepared (see Table IV.K-1 on page IV.K-2 of the Certified EIR). The Certified EIR analysis concluded that the Original Stadium Project would result in significant and unavoidable cumulative impacts with respect to construction-related air quality, and less than significant cumulative impacts with respect to aesthetics, operational air quality, GHG emissions, historic resources, land use, noise, fire protection, wastewater, water, electricity, natural gas, solid waste, parking, and traffic. Cumulative impacts with respect to agriculture and forestry resources, biological resources, archaeological and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population/housing/employment, police services, schools, parks and recreational facilities, libraries, and construction traffic were not assessed in detail in the Certified EIR.

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[116] *State CEQA Guidelines, 14 California Code of Regulations, § 15355, et seq.*

[117] *Ibid, § 15355.*

An updated list of related projects in the Project Site vicinity is provided in Table 4 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum. As the following analysis indicates, the Modified Project would not result in new significant cumulative impacts or increase the severity of significant cumulative impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project's cumulative impacts is necessary.

- *Aesthetics*—Impacts to aesthetics resources have the potential to be cumulatively considerable if a project's development in conjunction with related project development were to substantially block existing views of visual resources or negatively alter the visual character of the area. As analyzed above, views of visual resources would not be significantly impacted by the Modified Project. In addition, new buildings constructed as part of the Modified Project would be compatible with existing buildings within the Project Site vicinity. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures. No other related projects are immediately adjacent to or within the Modified Project's primary viewsheds. Accordingly, none of the related projects when viewed with the Modified Project would have the potential to adversely affect views or the visual character of the area. Further, through the environmental review and/or plan check processes, related projects would be reviewed on a case-by-case basis by the City and/or Coliseum Commission to ensure that they comply with applicable LAMC requirements regarding building heights, setbacks, massing, and lighting. Thus, consistent with the Certified EIR analysis, cumulative impacts associated with aesthetics would be less than significant.

- *Agriculture and Forestry Resources*—The Project Site area is highly urbanized and no agricultural or forestry lands or uses exist. Implementation of the Modified Project and related projects in the Project Site vicinity would not convert farmland to non-agricultural use or result in the loss of forest land. Thus, no cumulative impacts related to agricultural resources or forestry resources would occur.

- *Air Quality*—As stated in the Certified EIR, according to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed above, impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project,

albeit less than levels analyzed in the Certified EIR. Therefore, consistent with the analysis in the Certified EIR for the Original Stadium Project, cumulative impacts related to construction air quality would be significant and unavoidable under the Modified Project. However, the Modified Project's contribution to cumulative impacts would be reduced compared to that of the Original Stadium Project.

As stated in the Certified EIR, according to SCAQMD methodology for assessing cumulative operational impact, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or State ambient air quality standard. As discussed above, operational air quality impacts under the Modified Project would be less than significant at the project level. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts would be less than significant under the Modified Project.

- *Biological Resources*—As discussed above, the Modified Project would result in less-than-significant impacts associated with biological resources. The Project Site vicinity is highly urbanized and no special status species, wetlands, or habitats supporting such resources are located in the Project Site vicinity. Therefore, it is not anticipated any of the related projects in the Project Site vicinity would significantly impact biological resources. Related projects would also be required to comply with both the City of Los Angeles' Protected Tree Ordinance, as well as the provisions of the Street Tree Ordinance and the Migratory Bird Treaty Act. Thus, cumulative impacts related to biological resources would be less than significant.

- *Cultural Resources*—The Project Site vicinity is located within an urbanized area that has been substantially disrupted over time. In the event that archaeological and/or paleontological resources are uncovered, each related project would be required to comply with regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of archeological and paleontological resources. Thus, the Modified Project would not contribute to any cumulative impacts associated with archaeological or paleontological resources.

  With regard to historic resources, as discussed above, like the Original Stadium Project, the Modified Project would result in significant and unavoidable project-related impacts to historic resources due to the demolition of the existing Sports Arena. Impacts on the adjacent Coliseum would be less than significant because the Modified Project has been designed in a manner so as not to interfere with the historical integrity of the Coliseum. Impacts to historic resources are generally site-specific, and related to the proximity of a given project to an

identified historic resource. As previously discussed, the two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site, as well as viewsheds of the Project Site and the Coliseum, is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures, as well as the Coliseum and other identified historic resources within Exposition Park. Additionally, these related projects do not involve historic resources that are significant within the same historic context as the Sports Arena. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts to historic resources would be less than significant.

- *Geology and Soils*—Due to their site-specific nature, geology impacts are typically assessed on a project-by-project basis for a particular localized area. Cumulative development has the potential to expose a greater number of people to seismic hazards, depending on the geologic conditions in a given area. As discussed above, the Project Site is generally flat in nature, does not contain known active faults, and is not within a mapped liquefaction potential investigation zone, mapped landslide area, or Methane Zone. It is therefore expected that related projects in the immediate vicinity of the Project Site would have similar geologic conditions, such that cumulative development would not have the potential to impose substantial safety risks to people, structures or infrastructure. However, as with the Modified Project, related projects would be subject to local, State, and federal regulations and standards for seismic safety to ensure potential impacts would be avoided. Thus, cumulative impacts related to geology and soils would be less than significant.

- *Greenhouse Gas Emissions*—As evaluated above, the Modified Project would not result in significant greenhouse gas emissions. Further, the analysis of greenhouse gas emissions is cumulative in nature. Thus, the Modified Project would not result in significant cumulatively considerable impacts associated with greenhouse gas emissions, consistent with the Certified EIR analysis for the Original Project. Cumulative impacts would be less than significant.

- *Hazards and Hazardous Materials*—As with the Modified Project, all related development located within the vicinity of the Project Site would be subject to local, regional, State, and federal regulations pertaining to hazards and hazardous materials. Therefore, with adherence to such regulations, development of the Modified Project and related projects would not result in cumulatively significant impacts with regard to hazards and hazardous materials.

- *Hydrology and Water Quality*—Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Modified Project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than 1 acre, compliance with SUSMP requirements during operation and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Furthermore, as discussed above, the Modified Project would not increase runoff from the Project Site as compared to existing conditions or provide for uses that generate substantial pollutants. Therefore, the Modified Project's hydrology/water quality impacts would not be cumulatively considerable, and cumulative impacts related to hydrology/water quality would be less than significant.

- *Land Use and Planning*—As with the Modified Project, related projects would be reviewed on a case-by-case basis to ensure consistency with existing land use policies and regulations. Where inconsistencies occur, it is anticipated that appropriate actions would be undertaken to ensure that land use impacts would be less than significant. Furthermore, no related projects that could cause land use incompatibility are known to be located within Exposition Park or in the immediate vicinity of the Project Site. Thus, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative land use impacts would be less than significant.

- *Mineral Resources*—As the Project Site is not located within a mineral producing area, the Modified Project would not result in the loss of a locally-important mineral resource recovery site. Furthermore, no mineral resources or extraction operations for such resources occur in the Project Site vicinity. Therefore, cumulative impacts associated with the loss of mineral resources would not occur.

- *Noise*—Short-term cumulative construction-noise impacts in the immediate vicinity of the Project Site could occur if related projects in close proximity to the Project Site are under construction during the same time period as the Modified Project. As stated above, impacts with respect to construction noise would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. However, based on the distance between the related projects the Project Site and the presence of existing intervening structures, construction noise from the related projects would not be anticipated to combine with that of the Modified Project to a measureable extent. Furthermore, related projects would be required to comply with LAMC requirements related to construction noise, including limitations on hours when construction and demolition activities are allowed to occur, and would be

required to mitigate construction noise to the extent feasible pursuant to CEQA. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative construction noise impacts would be less than significant.

As discussed above, impacts with respect to operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. These projects involve interior expansions of the existing museum facilities, and are not anticipated to result in large, outdoor events that would occur simultaneously with events at the Project Site. Based on the distance between the related projects the Project Site and the presence of existing intervening structures, noise from outdoor crowds would not be anticipated to combine to result in significant cumulative impacts. Furthermore, the Applicant would coordinate with the California African American Museum and the California Science Center regarding the scheduling of events to minimize noise, traffic, and parking impacts to the extent feasible. Additionally, as described above, under existing conditions the Coliseum currently hosts outdoor events with approximately 93,000 attendees. Pursuant to Mitigation Measure J-1 in the Certified EIR, the Coliseum Commission is required to schedule events at the Coliseum and Sports Arena in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. Accordingly, noise from operations of the Modified Project in combination with noise from events at the Coliseum is not anticipated to result in a substantial increase above existing conditions. Further, the analysis of operational noise impacts in Section IV.L, Noise, on page 119 of this Addendum, which concluded that operational noise impacts associated with traffic would be less than significant, considers future traffic levels and is therefore cumulative by nature. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative operational noise impacts would be less than significant.

- *Population/Housing/Employment*—As discussed above, no residential population or housing units would be introduced by the Modified Project. In addition, the Project Site is located in an urbanized area with infrastructure that is already in place. Thus, the Modified Project would not induce substantial population growth or displace substantial numbers of people, and the Modified Project's impacts to population and housing would not be cumulatively considerable. In addition, while related projects would cumulatively increase population in the area, such increases are expected to be within City and SCAG growth forecasts. Thus, cumulative impacts associated with population and housing would be less than significant.

- *Public Services*—Development of the Modified Project in conjunction with related projects would cumulatively increase the demand for fire services. However, as discussed above, all three fire stations serving the Project Site area are achieving response times that are less than the Citywide average, and therefore can accommodate additional demand. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, all of the related project's plans would be reviewed by the LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD requirements and LAMC requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be below a level of significance. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative impacts to fire protection would be less than significant.

  Development of the Modified Project in conjunction with related projects would also cumulatively increase the demand for police services. As discussed above, the Certified EIR determined that the Original Stadium Project's potential impacts to police services would be less than significant, and since the Certified EIR was approved the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved and violent crimes and property crimes in the area have decreased. Therefore, while the Southwest Area Police Station can accommodate additional demand from cumulative development, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, it is anticipated that related projects would be reviewed by the LAPD to ensure that sufficient security measures would be implemented to reduce potential impacts to police protection services. Furthermore, given the Modified Project's proposed security design features, the Modified Project's contribution to cumulative impacts to police protection would not be cumulatively considerable and would be less than significant.

  As discussed above, payment of developer impact fees in accordance with Senate Bill 50 and pursuant to Section 65995 of the California Government Code

would ensure that the impacts of the Modified Project on school facilities would be less than significant. Related projects would also be required to pay the developer impact fee. As also discussed above, the Modified Project would not result in a significant impact on library services and facilities. In addition, much of the growth associated with the Modified Project and related projects is already accounted for in the service population projections made by the LAPL. Therefore, the Modified Project would not contribute to a cumulatively considerable impact with regard to schools and libraries. Cumulative impacts would be less than significant.

- *Recreation*—The Modified Project does not include residential uses that generate a direct need for recreational services. Furthermore, related projects would be required to provide open space and recreational amenities or comply with the parks and open space requirements established by the LAMC. Finally, the Modified Project is providing approximately 143,000 square feet of improved public open space within Exposition Park, which will provide new open space amenities for area residents, including new residents associated with related projects. Thus, cumulative impacts with respect to recreation would be less than significant.

- *Traffic*—As discussed in Section IV.O, Traffic/Transportation/Parking on page 149 of this Addendum, cumulative traffic impacts of the Modified Project in conjunction with related projects would be less than significant.

- *Water and Wastewater*—Due to shared urban infrastructure, the Modified Project and related projects would cumulatively increase wastewater generation and water consumption. However, utility system capacity must be demonstrated during the approval process for each related project. As the service providers conduct ongoing evaluations to ensure that facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant. Furthermore, the Modified Project's increase in average daily wastewater flow would represent approximately 0.02 percent of the current remaining available capacity of the Hyperion Treatment Plant, and the estimated net increase in water demand would comprise less than 0.008 percent of the water demand for the City in 2018. Therefore, the Modified Project's impacts with respect to wastewater treatment capacity and water supply would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Solid Waste*—The Modified Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the Modified Project's estimated increase in solid waste generation would represent approximately 0.0004 percent

of the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated within the City of Los Angeles. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, the Modified Project's impacts with respect to solid waste would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Energy*—Development of the Modified Project and related projects would increase the use of electricity and natural gas. Nevertheless, as required by the City Building Code, the Modified Project and all related projects would incorporate Title 24 Energy Efficiency Standards into their project design. In addition, new buildings would be subject to the requirements of the City's Green Building Ordinance which incorporates CALGreen requirements. Therefore, the Modified Project and related projects would achieve the highest standards of energy efficiency mandated by applicable regulations. Furthermore, as discussed above, the net increase in electricity and natural gas usage associated with the Modified Project would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018 and approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area, respectively. Therefore, the Modified Project's impacts with respect to energy would not be cumulatively considerable, and cumulative impacts would be less than significant.

V. Conclusion

As demonstrated by the discussion above, all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project is necessary. A revised MMP containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Errata 1

Addendum to the EIR for the Los Angeles Memorial Sports Arena Redevelopment Project

A. Background and Introduction

An Environmental Impact Report (EIR) for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059) was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities (Original Stadium Project).

Subsequent to certification of the EIR by the Coliseum Commission, the University of Southern California (USC) leased the Project Site and the Los Angeles Football Club (LAFC) acquired an MLS franchise. LAFC and USC have proposed modifications to the Original Stadium Project that were addressed in an Addendum to the Certified EIR dated September 2015. These changes, referred to as the Modified Project, include a reconfigured stadium, together with approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) for office and conference facility space, a “World Football” museum, a team store or other retail space, and restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations. The Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the Addendum and the record and that none of the events requiring preparation of a Subsequent or Supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines section 15162 have occurred.

This Errata has been prepared to address a specific correction and addition to the Addendum as set forth below.

B. Correction and Addition to the Addendum

The following correction and addition to Project Design Feature P-2 in Section P. Utilities and Service Systems of the Addendum has been made to address a typographical error. The deletion is shown with ~~strikethrough~~ and the addition is shown with underline.

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content ~~and~~ or shall be manufactured within a 500-mile radius of the Project Site.

C. Effect of Correction and Addition

The correction and addition to Project Design Feature P-2 merely corrects a typographical error. Furthermore, the provisions regarding a minimum 20 percent use of pre-consumer and post-consumer recycling content and the use of building materials and products manufactured within a 500-mile radius of the Project Site do not affect any of the calculations or conclusions with regard to the analysis of solid waste or any other impact area analyzed in the Certified EIR or the Addendum. With or without the implementation of Project Design Feature P-2, impacts regarding solid waste would be less than significant. Therefore, the clarifications to the Addendum would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Certified EIR and Addendum. Thus, none of the conditions in Public Resources Section 21166 or Section 15162 of the CEQA Guidelines have occurred.

SECOND ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

May 2017

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SECOND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

I. Introduction

This document is an Addendum to the previously certified Los Angeles Memorial Sports Arena Redevelopment Project (Project) Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR) and associated First Addendum, which were certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) as Lead Agency on February 2, 2011, and September 17, 2015, respectively. Those documents were prepared in accordance with the California Environmental Quality Act (CEQA), with the City of Los Angeles (City) acting as a Responsible Agency. This document is referred to herein as the Second Addendum and addresses potential physical environmental effects associated with the currently proposed temporary extension of construction hours for the Project. Specifically, and as discussed and analyzed further below, the only proposed physical change to the Project relates to the temporary extension of construction hours, and none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The previously Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011). Additional CEQA analysis was conducted regarding modifications to the Project and was included in a First Addendum to the Certified EIR (September 2015). A summary of these documents and associated Project changes is provided below.

The Certified EIR analyzed the demolition of the Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City of Los Angeles (City) and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After certification of the Certified EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.[1] The Modified Project also included signage and lighting programs to support stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Coliseum District Specific Plan (Specific Plan), the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations.

The Project Applicant, LAFC, now seeks to temporarily extend construction hours during evening/nighttime hours for a limited duration of approximately four months; no other modifications to the Project are proposed. To temporarily extend construction hours, LAFC is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately four months: (1) a daytime shift to operate during the hours of approximately 7:00 A.M. to 5:00 P.M. (Daytime Shift); and (2) a nighttime shift to operate during the hours of approximately 7:00 P.M. to 5:00 A.M. (Nighttime Shift). No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.[2]

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[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[2] *LAMC Section 41.40 prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M.*
(Footnote continued on next page)

In addition to seeking approval from the Los Angeles Board of Police Commissioners, LAFC is seeking a clarification to Code Required Measure CR G-2 from the adopted Mitigation Monitoring Program, which provides: "The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday."

Construction activities during the proposed Nighttime Shift would occur within two separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, however, no welding activities would be undertaken. Equipment operating in Work Area I during the Nighttime Shift would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work in this area would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift. Equipment operating in Work Area II during the Nighttime Shift would be limited to a crawler crane, forklift, and truck. During the Nighttime Shift, approximately six light fixtures would be operated on the Project Site, all of which would be electric powered. The lights would be approximately 18 to 20 feet tall; within Work Area II these fixtures would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing the Project Site before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Second Addendum is to analyze the temporary extension of construction hours to enable the Nighttime Shift and to determine whether that temporary extension of construction hours would result in any new significant environmental impacts that were not identified in the Certified EIR or First Addendum, or whether the previously identified significant impacts would be substantially more severe. This Second Addendum is intended to support the proposed clarification to Code Required Measure CR G-2 and the request to the Los Angeles Board of Police Commissioners to temporarily extend construction hours.

As demonstrated below, this Second Addendum shows that all of the potential environmental impacts associated with the temporary extension of construction hours

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Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or a national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

would be within the envelope of impacts evaluated in the Certified EIR and First Addendum. Therefore, the temporary extension of construction hours would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR and First Addendum.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 requires the preparation of a subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, construction of the Project with the temporary extension of construction hours would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, the current proposal to temporarily extend construction hours does not involve any substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR or the Modified Project analyzed in the First Addendum would be undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR and First Addendum were certified. Therefore, the minor changes associated with the proposed temporary extension of construction hours do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR and First Addendum are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed temporary extension of construction hours.[3]

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[3] *See CEQA Guidelines Section 15164(a).*

III. Comparative Analysis of Temporary Extension of Construction Hours

The analyses provided below address the environmental issues evaluated in the Certified EIR and First Addendum and focus on any potential changes in environmental impacts that could result from the temporary extension of construction hours. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and First Addendum for those impact areas that could be implicated by the temporary extension of construction hours to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result from the temporary extension of construction hours or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the temporary extension of construction hours would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the First Addendum.

A. Aesthetics (Construction)

(a) Visual Character and Views

Construction-related visual character and views impacts associated with the Original Stadium Project were not assessed in detail in the Certified EIR. However, the First Addendum concluded that impacts with respect to visual character and views during construction of the Modified Project would be less than significant.

Project construction activities associated with the temporary extension of construction hours would be substantially similar to those of the Modified Project and would involve the same general footprint and areas of disturbance. The nature of construction activities would be unchanged, and additional construction equipment or construction barriers are not proposed. As such, construction of the Project with the temporary extension of construction hours would not affect the construction-phase analysis of visual character and views provided in the First Addendum. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(b) Light and Glare

The Certified EIR and First Addendum concluded that light and glare impacts associated with proposed construction under the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation.

The First Addendum specified the Modified Project would implement Code Required Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Accordingly, the First Addendum explained construction lighting would be both temporary and limited to short durations during the winter season, as construction activities typically do not require lighting during daylight hours. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. As such, the First Addendum determined uses that are not adjacent to the Project Site would not be substantially affected by construction lighting or daytime glare. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities. Thus, through implementation of Code Required Measure CR G-2 and Project Design Feature A-1 and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant.

The proposed extension of construction hours would temporarily extend the hours during which construction lighting may be used on-site beyond the hours provided in Code Required Measure CR G-2. Project construction lighting would continue to comply with the light intensity requirements of the LAMC, and Project Design Feature A-1, which provides for perimeter screening of the Project Site to limit views of construction activities, would be implemented. As previously described, construction lighting during the proposed Nighttime Shift would be limited to six electric-powered light fixtures of approximately 18 to 20 feet in height. Approximately three light fixtures would operate within Work Area I, and approximately three light fixtures would operate within Work Area II. Within Work Area II, all light fixtures would be located below grade. In addition, all light fixtures would be directionally angled downward and positioned on the Project Site to avoid light spill onto any properties located outside of Exposition Park. For light-sensitive uses to the south and east, the distance from the on-site nighttime construction lighting located at grade level combined with intervening development and roadways that include illuminated signage, street lights, and vehicle headlights, would limit the effects of night lighting. Furthermore, existing street trees along both sides of Martin Luther King Jr. Boulevard and existing residential landscaping would help block any potential light emissions that could affect light-sensitive uses to the immediate south. With implementation of the additional measures provided below in the proposed clarification to Code Required Measure CR G-2, which require that all lights during the Nighttime Shift be positioned to avoid light spill, and given the limited lighting proposed during the temporary extension of construction hours, light and glare impacts would remain less than significant during the temporary extension of construction hours.

(c) Aesthetics Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to aesthetics (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of the revised and clarified measure shown below. Specifically, Code Required Measure CR G-2 would be clarified as follows (new text is underlined).

Code Required Measure CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday <u>except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:</u>

- <u>Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses</u>;
- <u>Utilize additional sound blankets and sound walls to reduce noise levels;</u>
- <u>Disable all equipment back up bells;</u>
- <u>Prohibit crane horns for signaling;</u>
- <u>Limit the use of radio contact on-site;</u>
- <u>Use electricity to power lighting to reduce noise levels;</u>

- Position lighting to avoid spill onto properties outside of Exposition Park;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

B. Air Quality (Construction)

(a) Construction

The Certified EIR concluded that air quality impacts associated with construction of the Original Stadium Project would be significant and unavoidable for regional emissions of nitrogen oxides (NO_X) and reactive organic compounds (ROG) and less than significant for localized emissions of all pollutants. The First Addendum determined that while regional construction emissions under the Modified Project would be less than those of the Original Stadium Project for most pollutants, peak daily emissions of NO_X and volatile organic compounds (VOC) would still exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds despite mitigation, resulting in a significant and unavoidable impact.[4] With respect to localized construction impacts, the Modified Project would generate greater localized emissions than the Original Stadium Project, but such emissions would remain below their respective SCAQMD Localized Significance Threshold (LST). Accordingly, such impacts would be less than significant.

Overall, Project construction activities would be the same as those described in the First Addendum for the Modified Project. While the proposed temporary extension of construction hours would extend the duration of construction on the Project Site on a daily basis, the intensity of construction activities at any given time of day may be reduced. Specifically, by extending the construction hours less equipment would need to operate on-site during the Daytime Shift and equipment that would otherwise have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day. As construction-related air quality impacts are based on maximum daily emissions generated by peak daily activity, and peak daily activity would not increase due to spreading construction activities over two shifts, no

[4] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

change in maximum daily emissions would occur. Therefore, the proposed temporary extension of construction hours would not result in an increase in construction emissions. Accordingly, impacts would be similar to those evaluated in the First Addendum despite the additional hours of construction. Furthermore, the Project would still implement the same project design features and mitigation measures set forth in the adopted MMP, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

As such, construction impacts associated with the temporary extension of construction hours are anticipated to be similar to those of the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, regional construction emissions of NO_X and VOC would continue to exceed SCAQMD's regional thresholds despite mitigation, resulting in a significant and unavoidable impact, and impacts with respect to localized air quality would be less than significant. No other feasible mitigation measures have been identified to reduce the regional construction impact to a less-than-significant level. Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant construction-related impacts with respect to air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(b) Air Quality Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to air quality (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

C. Land Use and Planning (Construction)

(a) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project. The analysis therein concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects were discussed in their respective sections of the Certified EIR, and mitigation measures were recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period.

The First Addendum concluded construction of the Modified Project would not result in new significant construction-related impacts or increase the severity of significant construction-related impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, from a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

As provided in this Second Addendum, the Project with the proposed temporary extension of construction hours is substantially similar to the Original Stadium Project and Modified Project in terms of overall construction scope, duration, and activities. By allowing construction activities during the Nighttime Shift, as previously discussed, the intensity of construction activities at any given time of day may be reduced. Specifically, less equipment would need to operate on-site during the Daytime Shift and equipment that otherwise would have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day when many of the adjacent uses (such as museum uses within Exposition Park) are typically in operation. Thus, allowing some construction activities during the evening hours may serve to decrease the intensity of land use compatibility impacts with adjacent uses. Therefore, the proposed temporary extension of construction hours would not result in new significant impacts or increase the severity of previously identified impacts. With the additional measures provided in Code Required Measure CR G-2, land use compatibility

impacts associated with construction of the Project would be substantially the same as those analyzed in the Certified EIR and First Addendum. Accordingly, potential impacts would continue to be significant and unavoidable, but the extension of construction activities would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum.

(b) Land Use and Planning Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to land use and planning (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

D. Noise (Construction)

(a) Construction Noise

The Certified EIR concluded that construction noise impacts for the Original Stadium Project would be significant and unavoidable even with implementation of mitigation at the off-site noise sensitive receptor locations within Exposition Park near the southwestern corner of the Project Site, which was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center (Receptor Location 1) and near the northern boundary of the Project Site, which was selected to represent the open space areas to the north of the Project Site (Receptor Location 2). Consistent with the conclusion in the Certified EIR, the First Addendum determined that impacts with respect to construction noise would be significant and unavoidable under the Modified Project at Receptor Location 1 and Receptor Location 2. While Mitigation Measures MM G-1 through MM G-4 would reduce those impacts to the maximum extent feasible, such impacts would remain significant and unavoidable. While the Certified EIR and First Addendum identified a significant and unavoidable construction noise impact, the analysis found that no significant noise impact from construction activities would occur at the residential uses east of Figueroa Street, which are accessed from South Flower Drive (Receptor Location 3) or the

residential uses south of the Project Site across Martin Luther King Jr. Boulevard (Receptor Location 4).

The proposed temporary extension of construction hours would permit Project construction to occur in two shifts over an approximately four-month period: (1) the Daytime Shift during the hours of approximately 7:00 A.M. to 5:00 P.M.; and (2) the Nighttime Shift during the hours of approximately 7:00 P.M. to 5:00 A.M. Because the analysis in the First Addendum assumed construction hours consistent with Code Required Measure G-2, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, a supplemental noise analysis entitled *Extended Hours (Night Shift) Construction Noise Impact Analysis* (Noise Analysis) was prepared by Acoustical Engineering Services (AES), dated May 2017 and included in Appendix A, to evaluate the noise associated with construction activities during the Nighttime Shift. Since construction activities taking place during the Nighttime Shift would occur when the facilities within Exposition Park generally are not in operation, the Noise Analysis analyzed the impact of construction activities during the Nighttime Shift on the nearest residential receptors (Receptor Locations 3 and 4). To further ensure that uses within Exposition Park are not impacted by construction activities during the Nighttime Shift, Code Required Measure CR G-2 is proposed for revision to require LAFC to coordinate with the Office of Exposition Park Management to avoid any potential conflicts between Nighttime Shift construction and scheduled Exposition Park activities, as detailed above.

As previously described, construction activities during the proposed Nighttime Shift would occur within two limited and separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site, which is the area closest to the Coliseum. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, and no welding activities would take place. Equipment operating during the Nighttime Shift in Work Area I would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift, and equipment would be limited to a crawler crane, forklift, and truck. Approximately six electric-powered light fixtures would be located on the Project Site during the Nighttime Shift. The lights would be approximately 18 to 20 feet tall and within Work Area II would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

Ambient noise measurements were taken during the proposed hours for the Nighttime Shift on six separate days. The measured ambient noise levels over the

six nights ranged from 63.0 to 68.0 A-weighted decibels (dBA) at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. As indicated in the Noise Analysis, to represent the most conservative analysis, the lowest measured nighttime ambient noise levels at Receptor Locations 3 and 4 of 63.0 and 63.5 dBA, respectively, were used for the impact analysis. Table 1 below provides the estimated construction noise levels associated with on-site construction activities and off-site deliveries that would occur during the Nighttime Shift based on the limited construction equipment operations and deliveries that are proposed. The analysis conservatively assumed simultaneous use of all equipment. As indicated in Table 1, the estimated construction-related noise would be well below the significance threshold (existing ambient plus 5 dBA) at the nearest residential noise-sensitive uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 1, noise levels would be below the measured ambient noise levels by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4.

Table 1
Estimated Project Construction Noise Levels During Nighttime Shift

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Nighttime Shift, dBA L_{eq}			Significance Threshold[a] dBA L_{eq}
		On-Site Construction	Off-Site Delivery Trucks	Composite On- and Off-Site Construction Noise	
3 Residential Uses East of Figueroa Street	350	48.8	43.5	49.9	68.0
4 Residential Uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Therefore, noise impacts associated with the proposed temporary construction activities during the Nighttime Shift would be less than significant. While noise impacts at Receptor Locations 3 and 4 would remain less than significant and consistent with the impact conclusions in the Certified EIR and First Addendum, to ensure that noise impacts at residential uses remain less than significant, Code Required Measure CR G-2 would be revised and clarified to provide additional measures to be implemented during Nighttime Shift. As previously detailed, these additional measures include the following:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient

noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;

- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

With the implementation of these additional measures during Nighttime Shift construction activities, potential noise impacts at sensitive residential receptors during the Nighttime Shift time period would remain less than significant. Accordingly, while potential impacts from construction-related noise would continue to be significant and unavoidable for nearby sensitive receptors within Exposition Park that operate primarily during the daytime, the temporary extension of construction activities into the evening hours would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum, and no new significant impact would occur during the Nighttime Shift.

(b) Construction Vibration

The Certified EIR and First Addendum concluded that vibration impacts associated with construction would be less than significant under the Original Stadium Project and the Modified Project, respectively. The temporary extension of construction hours during the Nighttime Shift does not involve any modifications that would affect the analysis of vibration. No construction activities that are typically associated with vibration impacts, such as earthwork or pile driving, are proposed during the Nighttime Shift. Accordingly, the Project with extended construction hours would likewise result in less than significant construction vibration impacts. No mitigation measures are required.

(c) Noise Conclusion

Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant impacts with respect to noise or vibration, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of Code Required Measure CR G-2, which would be revised and clarified as provided above.

E. Traffic/Transportation/Parking (Construction)

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. The Modified Project's construction traffic impacts were determined to be less than significant in the First Addendum.

Peak hour construction traffic activities associated with the temporary extension of construction hours would be substantially similar to or less than those of the Modified Project. The extension of construction hours would allow LAFC to increase the number of construction deliveries occurring outside of congested daytime A.M. and P.M. peak hours, which would reduce Project construction traffic during peak travel times. Further, as previously discussed, the intensity of construction at any given time of day may be reduced as a result of extending construction hours; accordingly, the number of construction workers on-site at any given time during the construction workday would not increase (and may be reduced). As a result, transit and parking impacts during construction would not change (or may be reduced) from those analyzed in the First Addendum. Similarly, access and safety impacts would remain unchanged due to the similar construction characteristics, including type and location of construction activities, deliveries, and construction worker trips. Therefore, because the Project's construction traffic as a result of temporarily extending the construction hours would fall within the scope of construction traffic evaluated for the Modified Project in the First Addendum, potential traffic impacts associated with construction of the Project with temporarily extended construction hours, including intersection, access and safety, transit, and parking impacts, would be less than significant, consistent with the conclusions in the First Addendum.

(b) Traffic/Transportation/Parking Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to Traffic/Transportation/Parking (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

F. Other Impact Categories

The temporary extension of construction hours would not involve any modifications that would affect the analysis of: aesthetics (operation); agricultural or forestry resources; air quality (operations); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning (operations); mineral resources; noise (operation); population, housing, and employment; public services; or traffic (operation), as provided in the Certified EIR or the First Addendum. Accordingly, the temporary extension of construction hours would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

G. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above, including aesthetics (construction), air quality (construction), land use and planning (construction), noise (construction), and traffic/transportation/parking (construction), may vary, cumulative construction-related impacts are typically localized and thus largely limited to the immediate Project vicinity. In each of the analyses provided above, impacts associated with construction of the Project with temporarily extended construction hours would be within the envelope of impacts evaluated in the Certified EIR and First Addendum, and as such, the Project's contribution to cumulative impacts would remain unchanged from that previously evaluated. Furthermore, in light of the City's noise regulations set forth in LAMC Section 41.40, it is not anticipated that any related projects in

close proximity to the Project Site would conduct nighttime construction activities, particularly during the same limited timeframe as the Project. Moreover, other development projects in the City for which extended construction hours may be sought would be required to undergo review and obtain approval from the Board of Police Commissioners, where any potential conflicts with the Project's nighttime construction activities would need to be addressed. Therefore, cumulative impact conclusions set forth in the Certified EIR and First Addendum would not change as a result of the proposed temporary extension of construction hours. As a result, the temporary extension of construction hours for the Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the First Addendum.

IV. Conclusion

This Second Addendum provides necessary information regarding the requested approval of a temporary extension of construction hours.

Based on the analysis above, implementation of the temporary extension of construction hours would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred.

Appendix A

Noise Analysis

Los Angeles Football Club Stadium
Extended Hours (Night Shift) Construction Noise Impact Analysis

Introduction

The Los Angeles Football Club (LAFC) Stadium (Project) is currently under construction. The Project proposes to extend construction hours to permit a night shift from approximately 7:00 P.M. to 5 A.M. The proposed night shift construction would include structural steel erection and precast seating erection. This noise impact analysis evaluates the potential noise impacts on the nearby sensitive noise receptors associated with the proposed night shift construction activities.

Impact Analysis

As provided in the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059) (AEIR), pursuant to the *L.A. CEQA Thresholds Guide* the Project would have a significant impact on existing ambient sound levels from nighttime construction if:

- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The AEIR analyzed four noise-sensitive receptors within the vicinity of the Project Site. Receptor Location 1, located within Exposition Park near the southwestern corner of the Project site was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center. Receptor Location 2, located near the northern boundary of the Project site was selected to represent the open space areas to the north of the Project site. Receptor Location 3 was selected to represent the residential uses east of Figueroa Street, which are accessed from South Flower Drive. Receptor Location 4 was selected to represent the residential uses south of the Project site across Martin Luther King Jr. Boulevard. Since night shift construction activities would occur when the facilities within Exposition Park generally are not in operation, Receptor Locations 1 and 2 are not included in the night shift construction noise impacts analysis. In addition, to the extent activities within Exposition Park may occur during the night shift, LAFC shall coordinate with the Office of Exposition Park Management to ensure that night shift activities do not conflict with scheduled Exposition Park activities.

The existing nighttime ambient noise levels at Receptor Locations 3 and 4 were measured on six days (April 21, 22, 23, 24, 25 and 28, 2017), between 7:00 P.M. and 1:00 A.M., by PCL Construction Services, Inc. (detail ambient noise data are included Appendix A). Table 1 on

Table 1
Existing Ambient Noise Levels

Receptor Location	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
3	Residential uses east of Figueroa Street, east of Project Site	63.0 – 68.0
4	Residential use on Martin Luther King, Jr. Boulevard, south of Project Site	63.5 – 71.1
Source: PCL Construction Services, Inc., April 2017.		

page 2 provides the measured nighttime ambient noise levels at the Receptor Locations 3 and 4. As indicated therein, the measured ambient noise levels over the six nights ranged from 63.0 to 68.0 dBA at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. To represent the most conservative analysis, the lowest measured nighttime ambient noise levels of 63.0 dBA at Receptor Location 3 and 63.5 dBA at Receptor Location 4 (measured between midnight and 1:00 A.M.) were used for the impact analysis. The measured ambient noise levels included at Appendix A are representative of the ambient noise levels for the entire nighttime period. The ambient noise levels at the Project site and at the nearby residential land uses are primarily dominated by the auto traffic on the local roadways. Road traffic volume, typically, decreases during the nighttime hours. While traffic volumes may decrease further after 1:00 A.M., the ambient noise levels measured between midnight and 1:00 A.M. would not be expected to fall by more than 5 dBA during the early morning hours of 1:00 A.M. and 5:00 A.M., as the Project ambient measurement locations are located adjacent to major roadways in an urban environment and in close proximity to the 110-Freeway. A 5 dBA reduction in a traffic noise level would require the traffic volume to be reduced by over 67% between 1 A.M. and 5 A.M. It is highly unlikely that the auto traffic volume in the vicinity of the Project site would drop by more than a 67% between 1:00 A.M. and 5:00 A.M. Therefore, assuming a 5 dBA reduction in ambient noise conditions between the hours of 1:00 A.M. and 5:00 A.M. would be extremely conservative.

The proposed night shift construction activities would include the following:

1. Crew #1 Area: Construction would be located near the western portion of the Project Site. Work in this area would be limited to structural steel erection and would include the use of an electric powered tower crane and fork lift.

2. Crew #2 Area: Construction would be located within the interior of the stadium bowl. Work in this area would be limited to installing the precast concrete seating and would be located approximately 25 feet below street level. Construction equipment would include a crawler crane, a fork lift, and a construction truck.

3. Deliveries: In addition to the on-site work, materials deliveries for the precast concrete seating would also occur with approximately 4 trucks arriving between 8:00 – 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site via Martin Luther King Jr. Boulevard from the 110 Freeway and Figueroa Street.

The proposed night shift construction equipment (five pieces of construction equipment) is substantially less than the 18 pieces of construction equipment analyzed for the building construction period in the AEIR.

A construction noise model similar to the noise model used in the analysis provided for the AEIR was created to calculate the noise levels associated with the on-site construction activities during the night shift. The noise model utilized the FHWA published reference noise levels.[1] All construction equipment was placed at the boundary of the Project construction areas for Crew #1 and Crew #2 nearest to the analyzed receptor locations, to represent a conservative analysis. The off-site delivery trucks noise generation was calculated using the FHWA Traffic Noise Model (TNM) and was based on four truck trips (two coming and two leaving) in one hour along the proposed delivery route. Table 2 on page 4 provides the estimated construction noise levels associated with the on-site construction activities and the off-site deliveries. In addition, the composite on-site and off-site construction noise levels were calculated by adding the estimated on-site and off-site construction-related noise levels (noise calculation worksheets are included in Appendix B). As indicated in Table 2, the estimated construction-related noise level would be well below the existing ambient as well as below the Project significance threshold (existing ambient plus 5 dBA) at the nearest noise-sensitive residential uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 2, noise levels would be below the significance threshold by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4. The estimated construction noise levels would also be well below the significance threshold even if the nighttime ambient noise levels were lowered by 5 dBA as described above.

In addition to the noise impact analysis in terms of hourly L_{eq}, the night shift construction noise level was calculated in terms of CNEL (a 24-hour average level), which include 5 dBA and 10 dBA adjustment factors for noise levels occuring during the evening (7:00 P.M. and 10:00 P.M.) and nighttime (10:00 P.M. and 7:00 A.M.) hours, respectively. Table 3 on page 4 presents the estimated construction noise levels in terms of CNEL, which include both daytime and proposed nighttime construction activities. Conservatively, this analysis did not reduce the activities that

[1] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 2
Estimated Project Construction Noise Levels During Night Shift – Leq

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Night Shift, dBA L_{eq}			Lowest Measured Nighttime Ambient Noise Levels, dBA L_{eq}	Significance Threshold[a] dBA L_{eq}
		On-Site Construction (A)	Off-Site Delivery Trucks (B)	Composite On- and Off-Site Construction Noise (C=A+B)		
3 – Residential uses East of Figueroa Street	350	48.8	43.5	49.9	63.0	68.0
4 – Residential uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	63.5	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Table 3
Estimated Project Construction Noise Levels – CNEL

Receptor Location	Estimated Construction Noise Levels,[a] CNEL	Ambient Noise Levels,[b] CNEL	Significance Threshold[c] CNEL
3 – Residential uses East of Figueroa Street	66.2	69.9	74.9
4 – Residential uses on Martin Luther King, Jr. Boulevard	65.1	73.4	78.4

[a] *Estimated based on the daytime construction hours of 7:00 A.M. to 5:00 P.M. and nighttime construction hours of 7:00 P.M. to 5:00 A.M. Detail calculations are provided in Appendix B.*

[b] *Ambient in terms of CNEL were estimated based on the daytime ambient noise levels provided in the AEIR and the measured evening/nighttime ambient noise measurement provided in Appendix A.*

[c] *Significance threshold is equal to the ambient noise levels plus 5 dBA.*

Source: AEIR, 2015; AES, 2017.

As analyzed above, the estimated night shift construction noise levels in terms of L_{eq} at Receptor Locations R3 and R4 would be well below the nighttime ambient noise levels and the significance thresholds. In addition, the estimated construction noise levels in terms of CNEL, which include both daytime and nighttime, would also be below the ambient noise levels and the

significance thresholds. Therefore, noise impacts associated with the proposed night shift construction would be less than significant.

Noise Reduction Measures

Although, the estimated construction-related noise level at the nearest residential noise-sensitive uses would be below the applicable significance thresholds, the following noise reduction measures (in addition to the measures provided in the AEIR) are recommended to ensure the noise impacts during the night shift would remain less than significant. During the night shift, the Project shall include the following additional noise reduction measures:

1. Perform ambient noise level readings during the night shift construction activities to ensure that noise levels at residential sensitive uses do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses.
2. Disable equipment back up bells during the night shift.

LA Football Club -
Extended Hours Construction

Noise Calculations Worksheets

Appendix A
Ambient Noise Measurements

Provided by PCL Construction Services, Inc.

DATE	LOC #	START TIME	FINISH TIME	AVERAGE	NOTES (CONST ACTIVITY, TRAFFIC, ETC.)
4/21/2017	2	19:37	19:42	72.7	MLK street traffic
4/21/2017	2	22:32	22:37	70.7	MLK street traffic
4/22/2017	2	0:32	0:37	68.4	MLK Traffic
4/22/2017	2	19:30	19:35	72.2	MLK Traffic, Jackhammering across street
4/22/2017	2	22:29	22:34	71.1	MLK Traffic, Helicopter nearby
4/23/2017	2	0:33	0:38	66.2	MLK Traffic
4/24/2017	2	19:34	19:39	72.6	MLK Traffic
4/24/2017	2	22:29	22:34	68.4	MLK Traffic
4/25/2017	2	0:21	0:26	63.5	MLK Traffic
4/28/2017	2	0:40	0:55	66.7	Swaying Trees and Signs, High Winds, Light Traffic, Buses
4/21/2017	4	19:25	19:30	67.3	Fig street traffic
4/21/2017	4	22:20	22:25	67.2	Fig street traffic
4/22/2017	4	0:20	0:25	66.7	Fig street traffic
4/22/2017	4	19:19	19:24	67.4	Fig Street Traffic, Bus nearby
4/22/2017	4	22:19	22:24	68	Fig Traffic
4/23/2017	4	0:20	0:25	67.3	Fig street traffic
4/24/2017	4	19:24	19:29	68.1	Fig Traffic
4/24/2017	4	22:18	22:23	67.3	Fig Traffic, Car Raced By
4/25/2017	4	0:15	0:20	63	Fig Traffic
4/28/2017	4	1:02	1:07	67.2	Light Traffic, High Winds, Swaying Trees and Signs

Nighttime Ambient Noise Measurements Conducted by PCL Construction Services, Inc.

Loc #2 is representative of the Project receptor R4
Loc #4 is representative of the Project receptor R3

Appendix B
Construction Noise Calculations

AES
Acoustical Engineering Services

Project: LAFC Project Addendum - Extended Hours Construction Analysis

			Estimated Construction Noise Levels, dBA Leq					
Rec.	Description	Closest Distance, ft	On-Site Equipment (A)	Off-Site Truck (B)	Total (C=A+B)	Nighttime Ambient, dBA Leq	Significance Threshold, dBA Leq	Relative to Threshold
R3	Residential use east of Figueroa St.	350	48.8	43.5	49.9	63.0	68.0	-18.1
R4	Residential use south side of MLK	390	49.9	48.2	52.1	63.5	68.5	-16.4

C = Decibel additions in energy basis

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	920	0
Forklift 1	1	75	20%	890	0
Crane (mobile)	1	81	16%	350	12
Forklift 2	1	75	20%	350	12
Delivery Truck	1	76	40%	350	12

Receptor: ***R3***

Results:

1-hour Leq: 48.8

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	720	0
Forklift 1	1	75	20%	550	0
Crane (mobile)	1	81	16%	390	12
Forklift 2	1	75	20%	390	12
Delivery Truck	1	76	40%	390	12

Receptor: ***R4***

Results:

1-hour Leq: 49.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

LA Football Club - Extended Hours Construction

Receptor R3

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	48.8	10	58.8
1:00:00 AM	48.8	10	58.8
2:00:00 AM	48.8	10	58.8
3:00:00 AM	48.8	10	58.8
4:00:00 AM	48.8	10	58.8
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	69.7	0	69.7
8:00:00 AM	69.7	0	69.7
9:00:00 AM	69.7	0	69.7
10:00:00 AM	69.7	0	69.7
11:00:00 AM	69.7	0	69.7
12:00:00 PM	69.7	0	69.7
1:00:00 PM	69.7	0	69.7
2:00:00 PM	69.7	0	69.7
3:00:00 PM	69.7	0	69.7
4:00:00 PM	69.7	0	69.7
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	48.8	5	53.8
8:00:00 PM	49.9	5	54.9
9:00:00 PM	49.9	5	54.9
10:00:00 PM	49.9	10	59.9
11:00:00 PM	49.9	10	59.9
		CNEL	**66.2**

Daytime construction noise levels are from the Project Addendum, Table 12

Receptor R4

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	49.9	10	59.9
1:00:00 AM	49.9	10	59.9
2:00:00 AM	49.9	10	59.9
3:00:00 AM	49.9	10	59.9
4:00:00 AM	49.9	10	59.9
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	68.3	0	68.3
8:00:00 AM	68.3	0	68.3
9:00:00 AM	68.3	0	68.3
10:00:00 AM	68.3	0	68.3
11:00:00 AM	68.3	0	68.3
12:00:00 PM	68.3	0	68.3
1:00:00 PM	68.3	0	68.3
2:00:00 PM	68.3	0	68.3
3:00:00 PM	68.3	0	68.3
4:00:00 PM	68.3	0	68.3
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	49.9	5	54.9
8:00:00 PM	52.1	5	57.1
9:00:00 PM	52.1	5	57.1
10:00:00 PM	52.1	10	62.1
11:00:00 PM	52.1	10	62.1
		CNEL	**65.1**

Daytime construction noise levels are from the Project Addendum, Table 12

LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

Prepared for:
Los Angeles Memorial Coliseum Commission

November 15, 2010

SCH# 2010041059

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I. INTRODUCTION/SUMMARY

INTRODUCTION

CEQA Process

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C.) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures.

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Sports Arena Redevelopment Project requires discretionary approval from the Los Angeles Memorial Coliseum Commission (LAMCC) and, therefore, is subject to the environmental review requirements established under CEQA. For purposes of complying with CEQA, LAMCC is identified as the Lead Agency for the Proposed Project.

This Draft Environmental Impact Report (EIR) was prepared in accordance with CEQA, the State CEQA Guidelines (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, §§ 15000-15387, as amended), and the City of Los Angeles CEQA Thresholds Guide. The State CEQA Guidelines § 15121(a) provides the following description of an EIR:

> *An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*

Furthermore, this Draft EIR was prepared in accordance with State CEQA Guidelines § 15151 which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

This EIR is a Project-level EIR in accordance with State CEQA Guidelines §§ 15161-15168.

Notice of Preparation and EIR Scope

The Notice of Preparation was circulated to local and regional government agencies and the general public for a 30-day public review period starting on April 19, 2010 and ending on May 19, 2010. The NOP was subsequently re-circulated on May 27, 2010 to announce a public scoping meeting would be held to solicit comments from the general public and responsible agencies with regard to the scope of the EIR. The re-circulated NOP comment period began on May 27, 2010 and ended on June 30, 2010.

The public scoping meeting was held on June 16, 2001 at 9:30 a.m. at the Los Angeles Memorial Coliseum Commission's Board Room at 3939 S. Figueroa Street, in Los Angeles CA. Appendix A to this Draft EIR contains copies of both NOPs, the scoping meeting attendance sign-in sheet, and all written comments submitted to the lead agency in response to the NOPs. Based on a preliminary assessment of the Proposed Project and comments received in response to the NOP and at the public scoping meeting, the Lead Agency determined that the following environmental issue areas should be included within the scope of the EIR:

- Aesthetics (Views, Light and Glare)
- Air Quality
- Global Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Noise/Vibration
- Public Utilities (Water, Sewer, Energy Conservation, Solid Waste)
- Public Services (Police and Fire Protection)
- Transportation/Traffic/Parking
- Cumulative Impacts

Public Participation

To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires the Draft EIR to be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. Consistent with CEQA, this Draft EIR shall be circulated for a 45-day review period (P.R.C. § 21091 (a)). During this review period, all public agencies and interested individuals and organizations have the opportunity to provide written comments raising their concerns, if any, with the adequacy and completeness of the Draft EIR. When providing written comments on the subject matter of the Draft EIR, the readers are referred to State CEQA Guidelines §15204(a), which states:

In reviewing Draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

The Draft EIR public review period will begin on November 16, 2010 and will end on December 30, 2010. During this period, the Draft EIR will be made available to the public via the LAMCC's official website at: http://www.lacoliseumlive.com. Copies of the Draft EIR and all documents referenced in the Draft EIR will be also be available for public review at the LAMMC's Administrative Offices during normal business hours at the address listed below. All comments regarding the adequacy and completeness of the Draft EIR should be submitted in writing to the following address by no later than 5:00 p.m. on December 30, 2010:

Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3939 S. Figueroa Street
Los Angeles, CA 90037

Following the public review period, the Lead Agency will prepare a Final EIR. The Final EIR will include additions and corrections to the Draft EIR if any are warranted, and written responses addressing the comments and recommendations received from individuals, organizations, and public agencies during the public review period.

Organization of Draft EIR

This Draft EIR is organized into eight sections, as follows:

Section I. Introduction/Summary: This section provides an introduction to the environmental review process per CEQA, a summary of the Proposed Project, areas of concern, issues to be resolved, alternatives to the Proposed Project, and environmental impacts and mitigation measures.

Section II. Project Description: This section provides a description of the Proposed Project, including the project location, project objectives, project characteristics, and required discretionary actions.

Section III. Environmental Setting: An overview of the study area's environmental setting is provided including a description of existing and surrounding land uses as they existed at the time of the NOP, and a list of related projects proposed in the project area.

Section IV. Environmental Impact Analysis: Each environmental issue contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the Proposed Project, proposed mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V. General Impact Categories: This section provides a summary of any significant and unavoidable impacts and a discussion of the potential growth inducement of the Proposed Project.

Section VI. Alternatives to the Proposed Project: This section provides an analysis of a reasonable range of alternatives to the Proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Proposed Project and their ability to avoid or substantially lessen any of the significant effects of the Proposed Project.

Section VII. Preparers of the EIR and Persons Consulted: This section presents a list of agencies and consultant team members that contributed to the preparation of the Draft EIR.

Section VIII. References and Acronyms: This section includes a list of written materials used in the preparation of this Draft EIR.

Appendices: The various technical appendices cited and referenced throughout the Draft EIR are included on compact disc and attached to this Draft EIR.

PROPOSED PROJECT

Project Location

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 15-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King, Jr. Boulevard on the south, and Vermont Avenue on the west. Exposition Park is the largest park in the Central Los Angeles area of the City of Los Angeles. The Sports Arena is generally situated in the southeastern portion of Exposition Park.

Project Characteristics

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the LAMCC is

considering two different and mutually exclusive future uses for the Project Site: Option 1, which consists of a Multiple Use Space for civic and special event gatherings; or Option 2: a Major League Soccer Stadium with approximately 22,000 seats. Both of these development options are analyzed in an equal level of detail in this Draft EIR to allow flexibility for the decision–makers to select either one of the two projects.

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. This multiple use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic gatherings and announcements, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, public gatherings, festivals and neighborhood carnivals similar to the current outdoor event usage at the Sports Arena. Under this proposal, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the City to produce civic events.

The Multiple Use Space Option would be primarily developed as an open-air amphitheater. However, as a Multiple Use Space, the intent of this Option is to provide flexibility in event programming to stimulate the local economy and promote civic activity. The Multiple Use Space could support stand-alone events confined to the 15-acre project site or, alternatively, provide flexible uses for joint events held at the Coliseum. For events held at the Coliseum, the Multiple Use Space could serve as an extension of the park-like grounds within Exposition Park, be utilized as an overflow surface parking lot, or serve as an extension to the event activity and staging areas.

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 22,000. The state-of-the art venue would host MLS games, USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would also serve as a practice facility for local soccer teams. Under this Option the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the League, private promoters, the City, County or State to produce soccer games and civic events. It is expected to be a high-profile attraction within the City of Los Angeles, with nationally televised events and visitation from world-renowned athletes and coaches.

AREAS OF CONCERN

Included in Appendix A to this Draft EIR, are written comment letters that have been submitted to the Lead Agency during the NOP public review period. Environmental concerns that were raised within the comment letters include the following topics: air quality, regional land use planning, traffic, public transit,

public services and utilities, and historic resources.

In addition to these written comments, verbal comments were made at the public scoping meeting held on June 16, 2010. The issues that were raised at the scoping meeting primarily focused on the public participation process and timeline of the EIR and the Project. The scoping meeting was attended by representatives from the following entities: a private sign company, the University of Southern California, the Los Angeles City Fire Department, Councilman Bernard Park's office, and the Los Angeles Conservancy. All of the issues that were discussed at the scoping meeting and raised in comments to the NOP are addressed within the scope of this EIR within the respective sections contained in Section IV, Environmental Impact Analysis.

ALTERNATIVES

Section 15126.6(c) of the State CEQA Guidelines requires that the Draft EIR include a reasonable range of project alternatives that could feasibly accomplish most of the basics objectives of the Proposed Project and could avoid or lessen one or more of the significant effects of the Proposed Project. The following Alternatives are analyzed in this Draft EIR:

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the Los Angeles Memorial Sports Arena would continue operating as it currently is without any physical improvements or renovation projects.

- **Historic Retention Alternative.** This Alternative would consist of renovating the Los Angeles Sports Arena in accordance with the Secretary of Interior's Standards for the Rehabilitation and Renovation of Historic Structures. The existing structure would not be demolished and renovation efforts would be aimed at maintenance projects and providing modern amenities to make the facility an attractive and desirable location for sporting, entertainment and civic events.

Section VI, Alternatives to the Proposed Project, includes a detailed description of each of the above-listed Alternatives, including the logic in choosing the Alternative and an analysis of the potential environmental impacts of each Alternative as compared to the impacts of the Proposed Project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1, beginning on the following page, summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Aesthetics		
Views Under Option 1, Multiple Use Space, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be demolished and the site would be redeveloped with an open-air greenspace with an amphitheater. The proposed Multiple Use Space Option would contrast sharply with the existing aesthetic and visual character of the existing Project Site, as the existing Sports Arena would be replaced with an open air landscaped area with no structures. In this regard aesthetic impacts would be less than significant. Under Option 2, MLS Stadium, the existing Sports Arena would be removed and the site would be redeveloped with a MLS Stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would occupy the existing footprint of the Sports Arena building. Architecturally, the stadium would resemble other comparable venues in the nation, such as the Home Depot Center in the City of Carson, home to both the Los Angeles Galaxy and Chivas USA of Major League Soccer. It would feature dome-style geometry typical of stadium architecture, partially topped by a curved canvas tensile canopy on its west and east sides. The lighting to be used for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Similar to existing conditions, low level security lighting would also be installed throughout the remainder of the site to mark walkways, parking areas, restroom facilities, and entrances. Signage A detailed signage program has not been developed for either Option at this time. However, in the absence of any specific programmatic goals for signage it is assumed that the project would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC,	MM A-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. MM A-2 The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.	Impacts related to aesthetics would be less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
the design guidelines of the South Los Angeles Community Plan as it pertains to signage, and the overriding rules and regulations set forth in the Coliseum Signage Overlay District. As such, aesthetic impacts related to signage would be less than significant. Light and Glare Environmental impacts to the adjacent residential properties to the south of Martin Luther King, Jr. may result due to excessive illumination on the project site. The Multiple Use Space will include permanent lighting fixtures to illuminate landscaped areas, way-finding and directional signage, and pedestrian pathways for safety and security purposes. The lighting plan would consist of low-level directional lighting fixtures to minimize light trespass to off-site properties. The Multiple Use Space Option would also employ portable event lighting that would be brought in and set up on an event-by-event basis to illuminate the amphitheater stage and surrounding areas. Due to the fact that the amphitheater stage will be set below grade, and the stage lighting will be directed downward towards the stage, event lighting it is not anticipated to result in any light trespass to off site properties. Mitigation Measure A-1 is recommended to ensure lighting impacts from both permanent and portable lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant. Under the MLS Stadium Option, exterior stadium lights are proposed which could result in light spillage onto adjacent properties and land uses. Mitigation Measure A-1 is recommended to ensure lighting impacts from exterior and field lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant. Under both Options the potential exists for excessive and disruptive glare impacts to result from architectural materials yet to be selected. As such mitigation measure A-2 is recommended to reduce this impact to an acceptable level.		

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Air Quality		
Construction Impacts Construction activities would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the project site; delivery and hauling of construction supplies and debris to and from the project site; and, the fuel combustion generated by on-site construction equipment. On-site emissions generated by the Proposed Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NOx (in the form of NO2), CO, PM_{10}, and $PM_{2.5}$ at a receptor distance of 82 feet. Thus, the on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 82 feet (i.e., 164, 328, 656, and 1,640 feet). Therefore, the localized air quality impacts resulting from construction emissions associated with the Proposed Project would be less than significant. Thus, impacts on sensitive receptors resulting from construction-related emissions would also be considered less than significant. Operational Impacts Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. Stationary source emissions would be reduced compared to existing conditions, impacts would be considered less than significant.	MM B-1 The Project Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. MM B-2 The Project Applicant shall use low VOC paints for all interior and exterior surfaces.	Therefore, regional construction-related air quality impacts would be considered significant and unavoidable. Operational impacts would be less than significant without mitigation measures.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
With respect to mobile sources, the Proposed project under either option would not increase the maximum size of the events currently held at the facility. Combined with the Coliseum, the Project Site supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source emissions would also not be increased as a result of the Proposed Project and operational impacts related to regional and localized emissions would be considered less than significant.		
Global Climate Change		
Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. Anticipated GHG emissions were calculated for each year of construction of the proposed project. It is estimated thet 878 metric tons of CO2e would be generated in 2011 and 451 metric tons of CO2e would be generated in 2012, representing approximately 0.000002 percent and 0.000001 percent of the 2008 State-wide level, respectively. This amount is considered to be less than significant as the construction activities would be finite and not persist after construction. Operational GHG emissions generated by both stationary and mobile sources would result from future activities on the Project Site. Stationary area source GHG emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile GHG emissions would be generated by the motor vehicles traveling to and from the project site. With respect to stationary GHG sources, Project Option 1 would result in	See the water and energy conservation measures identified under Public Utilities, below.	Impacts related to the generation of GHGs would be considered less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
the development of an open-air, all-grass amphitheater. Project Option 2 would result in the development of an open-air MLS Stadium. Under either Option the Project would result in a substantial reduction of stationary source GHG emissions such as water and space heating, air conditioning, and cooking appliances. Under both options, the Proposed Project would replace an existing venue over 50 years old with a state-of-the art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Therefore, stationary source GHG emissions would be reduced compared to existing conditions. With respect to mobile sources, the Proposed Project is not expected to generate significant new traffic impacts. The new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility. Accordingly, mobile source GHG emissions would also not be increased as a result of the Proposed Project.		
Historic Resources		
The Los Angeles Memorial Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of events. The Sports Arena is now more than 50 years of age and, based on an evaluation by ICF Jones & Stokes (July 2010), appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. As such, the Sports Arena has been determined to be a historically significant resource, the demolition of which would result in a significant environmental impact.	MM H-1. Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information; b) Duplicates of historic photographs, if available; c) Duplicates of original drawings, if available; and d) Large format (4-inch by 5-inch negative or larger) black and white 35-millimeter photographs based on	The demolition of the Sports Arena, which has association with events that have made a significant contribution to Los Angeles history, would be considered significant and unavoidable.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	HABS guidelines. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.	
Hydrology and Water Quality		
Surface Water Quality During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and removal and re-compaction or replacement of fill areas. Other pollutants that could affect surface-water quality during the Project construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides). Discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB. Under the Construction General Permit, the project contractor must ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared prior to grading and implemented during construction. Mitigation Measure E-1 requires the Project Applicant to prepare a SWPPP to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. Once the Project has been constructed with either Options 1 or 2, urban runoff from the Project Site would have the potential to include all of the	MM E-1 The Project Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. MM E-2 The Project Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. MM E-3 The Project Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").	With the implementation of Mitigation Measures E-1 through E-3, impacts related to hydrology and water quality would be less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
above contaminants. The Project Applicant would be required to prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program for both Options 1 and 2. Post-construction BMPs (e.g., biofiltration swales, flow-through planters, and educational materials) would be used to reduce pollutant loadings in runoff. Preparation and implementation of the SUSMP would ensure that water quality impacts of the Project would be minimized and that the Project would not violate any water quality standards. Therefore, Project impacts related to surface water quality would be less than significant. The Project Site in its existing state is mostly impervious. Stormwater runoff from the site discharges to landscaped areas or to the local stormdrain system. Development of Option 1 would greatly increase the permeability of the site, as most of the 15-acre site would be converted to landscaped areas. Minimal paving would be required for pedestrian pathways and for the concrete stage/foundation within the amphitheater. Under Option 2, MLS Stadium, permeable areas would be only slightly increased as compared to the existing conditions, and the Stadium would be an open air and uncovered stadium. Thus, under either Option, the project design would not increase the amount of impervious areas and stormwater conditions would be improved compared to existing conditions. The potential for erosion/siltation as a result of runoff from the Project Site would be limited by the increased landscaped cover of the site. The landscaped areas would be designed and maintained to limit soil erosion. Project Therefore, impacts associated with erosion/siltation would be less than significant with mitigation.		
Land Use and Zoning		
Construction Impacts Construction of the Proposed Project under either Option (the Multiple Use Space or the MLS Stadium) would cause temporary and intermittent	(See Sections IV.B, Air Quality, IV.G, Noise, and IV.J, Traffic, Transportation and Parking.) MM.F-1. The Los Angeles Memorial Coliseum Commission shall	Incorporation of the mitigation measures for construction-related traffic,

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in detail in Sections IV.B, Air Quality; IV.G, Noise; and IV.J.1, Traffic, Transportation and Parking, of this EIR. The Proposed Project would redevelop the site with a similar serving land use and thus would be consistent with the existing composition of land uses within Exposition Park, and compatible with the existing community in the vicinity of the Project Site. No new significant or substantially altered land use compatibility impacts on the existing surrounding land uses are anticipated. Furthermore, the Proposed Project would be consistent with various regional land use plans, such as Southern California Association of Governments (SCAGs) Regional Transportation Plan (RTP), the South Coast Air Quality Management District's Air Quality Management Plan (AQMP), and the Regional Water Quality Control Board's National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit requirements, and Los Angeles County's Congestion Management Plan (CMP) and City of Los Angeles Department of Transportation (LADOT) Guidelines. On a local level, the Proposed Project would be generally consistent with the City of Los Angeles General Plan designation for the Project Site, which is OS, Open Space. This designation permits parks and community centers under the ownership and operation of a public agency. Furthermore, economic growth would be fostered along the Figueroa corridor within the City's Redevelopment Plan area, consistent with the goals identified in the CRA's Five Year Implementation Plan. As a result, the Proposed Project would be consistent with the City's General Plan and the Redevelopment Plan and no impacts are anticipated. The Proposed Project uses are consistent with the allowable uses for the OS-1XL (Open Space) zone, which permits parks and recreation facilities (including park land/lawn areas and athletic fields). With regard to the Project Site's height district of 1XL, which limits the maximum FAR to 3:1	obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance.	noise, and air quality impacts identified in Sections IV.B, Air Quality, IV.G, Noise this Draft EIR would serve to reduce the Proposed Project's anticipated construction impacts, but significant and unavoidable impacts would result on a temporary basis during the construction period. The proposed project under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium) would be consistent with the underlying General Plan and Zone Designation, the Redevelopment Plan, the Exposition Park Master Plan, and applicable regional plans and regulations. As such, impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant prior to mitigation and no mitigation measures are

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
and the height of a building or structure to two stories and 30 feet, the Proposed Project would require a discretionary action to exceed this limitation. With approval of the required discretionary actions, project impacts related to land use would be less than significant.		required.
Noise		
Construction Noise Construction activities with the Proposed Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the project site; and delivery and hauling of construction supplies and debris to and from the project site. Outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA Leq with the use of noise-attenuating devices. Thus, construction activities associated with the Proposed Project would result in a temporary or periodic increase in noise levels at some of the off-site noise sensitive receptor locations. Accordingly, construction activities associated with the Proposed Project would generate a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity, and impacts would be considered potentially significant. Construction-Related Groundborne Vibration Construction activities that would occur within the Project Site would include demolition and excavation, which would have the potential to generate low levels of groundborne vibration. The vibration level that would be experienced by the Project's construction activities would not exceed the Federal Railway Administration's vibration impact thresholds, and this impact would be considered less than significant. Operational Noise – Special Event Noise Under both project options, the existing indoor venue would be replaced	Code Required Measures CR G-1 The Applicant shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. CR G-2 The Applicant shall ensure construction and demolition be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Project-Specific Mitigation Measures MM G-1 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. MM G-2 The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet	Construction Noise: Significant and unavoidable. Construction Groundborne Vibration: Less Than Significant. Operational Event Noise: Significant and unavoidable. Traffic & Parking Lot Noise: Less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
with an outdoor venue. Noise sources from special events at the open-air amphitheater or soccer stadium would include: crowd noise (particularly yells and cheers at high attendance soccer or concert events); a public address system (amplified public announcements and/or play-by-play announcements); amplified concert music; traffic-related noise from motorists traveling to and from events (discussed in detail below); and helicopters and other aircrafts covering events. It is anticipated that noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. It is typically expected that the sound level achieved for concert music, particularly popular or rock type music, would be in the 95 to 110 decibel range within the venue boundaries. Operational noise impacts from special events would be considered potentially significant.	with the proper use of mufflers. MM G-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. MM G-4 The perimeter of the Project Site 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.	
Public Services – Fire Protection Services		
Under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium), the demands placed upon the Los Angeles Fire Department would be substantially similar to the current conditions, as all of the aforementioned uses would generate large public gatherings. Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the Proposed Project. In addition, compliance with the listed Code-Required Measures, as well as any additional recommendations made during later reviews of the Proposed Project by the Fire Department will reduce potential impacts to less than significant levels.	MM H.1-1 Sprinkler systems will be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.09.07). MM H.1-2 All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.09.06, Subsection B-1). MM H.1-3 The maximum distance between fire-flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet. MM H.1-4 Any person owning or having control of any facility,	Less Than Significant

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.09.03, Subsection A). MM H.1-5 If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.09.03, Subsection B.) MM H.1-6 When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.09.03, Subsection C). MM H.1-7 All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549. MM H.1-8 Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. MM H.1-9 Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area. MM H.1-10 All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.09.05). MM H.1-11 Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
		Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.	
	MM H.1-12	In the event that a subterranean parking structure is included as a part of the Proposed Project, and where fire apparatus will be driven onto the road level surface of such subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.	
Public Services – Police Protection Services			
Construction Impacts The Proposed Project has the potential to adversely affect police services during the construction period due to an increased potential for theft and vandalism. However, the Proposed Project would employ mitigation measures including erecting temporary fencing around the construction site, and installing a security camera to discourage trespassers as well as deploying security guards to monitor the construction site and deter any potential criminal activity. Implementation of the recommended mitigation measures would reduce the demands upon police services during construction of the Proposed Project and reduce the potentially significant impact to a less-than-significant level. Operational Impacts The Proposed Project has the potential to place high demands upon police protection services during operation as a result of the redevelopment of the site as a public venue. However, the Proposed Project includes security/design features that would reduce the demand for police service to less than significant levels. In addition private security staff will be	H.2-1	The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.	Less Than Significant.
	H.2-2	Project Event Sponsors shall employ private security guards to monitor and secure the Project Site during events to secure the site and deter any potential criminal activity.	
	H.2-3	The Project Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components: i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses,	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
employed for special events, in a manner that is consistent with the current operations. The Proposed Project would be subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to address police protection service demands adequately. Thus, the Proposed Project would not necessitate new or expanded police facilities, and impacts to police services and facilities would be less than significant.	private on-site security services shall provide a 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. ii. The parking garage shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system. iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.	
Public Utilities - Wastewater		
The peak and average wastewater flows from the Project Site would not be increased compared to existing conditions and it is anticipated that the existing wastewater infrastructure in the vicinity would be able to accommodate the Proposed Project. As such, impacts with respect to local sewer capacity would be less than significant. With respect to wastewater treatment facilities, as stated above, the HTP currently processes average wastewater flows of approximately 340 mgd, resulting in a remaining capacity of approximately 110 mgd. The peak and average wastewater flows from the Proposed Project would not be	No mitigation measures are required.	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
increased compared to existing conditions and would not substantially alter the treatment capacity presently available at the HTP. Thus, impacts are considered to be less than significant.		
Public Utilities – Water		
Construction The Project Area is currently served by adequate potable water infrastructure. Construction of the Proposed Project would require connection to the existing potable water infrastructure in the Project's service area to serve the Project's operational demands. The Project's water demands (i.e., quantity, size and type of infrastructure) will be determined by the Applicant's engineering consultants in consultation with the Los Angeles Department of Building and Safety based on applicable building code requirements. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, temporary disruptions in local water service during the construction period are not anticipated and impacts would be less than significant. Operation The peak and average water demand for the Project Site would not be increased compared to existing conditions and it is anticipated that the existing water supply infrastructure in the vicinity would be able to accommodate the Proposed Project. Thus, as the projected water demand of the Proposed Project would be similar to existing conditions at the Project Site, it is anticipated the future water demand be within the 20-year water demand growth projected in the City of Los Angeles' Year 2005 Urban Water Management Plan. Furthermore, because the water demands of the Proposed Project are within the 20-year water demand growth	MM I.2-1 The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles: • High efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High efficiency urinals (0.5 gallons per flush or less, includes waterless); • Restroom faucet flow rate of 1.5 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 2.0 gallons per minute or less; • Limit of one showerhead per shower stall; • High efficiency clothes washers (water factor of 6.0 or less);	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
projected in the UWMP and water supplies are considered to be reliable, impacts associated with regional water supplies would be less than significant. In addition, the LADWP imposes water conservation mitigation measures for all projects within its jurisdiction. Implementation of these water conservation measures would ensure impacts related to water supply remain less than significant.	• High efficiency dishwashers (Energy Star rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration; • Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling; (Note: Single pass cooling refers to the use of potable water to extract heat from process equipment) • Irrigation system requirements: o Weather-based irrigation controller with rain shutoff; o Flow sensor and master valve shutoff (large landscapes); o Matched precipitation (flow) rates for sprinkler heads; o Drip/microspray/subsurface irrigation where appropriate; o Minimum irrigation system distribution uniformity of 75 percent; o Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; o Use of landscape contouring to minimize precipitation runoff; • Metering: o All irrigated landscapes of 5,000 square feet or more	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.	
Public Utilities – Energy Conservation		
Construction Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant. Operation - Electricity The peak and average electricity demand for the Project Site would not be substantially increased compared to existing conditions and it is anticipated that the existing electrical infrastructure in the vicinity would be able to accommodate the Proposed Project. With modern energy-efficient construction materials and operating equipment, the Proposed Project would promote conservation in accordance with the policies identified in Title 24 and in the City of Los Angeles General Plan Framework. While impacts upon regional energy resources are expected to be less than significant, the LADWP imposes standard mitigation measures for all new	MM I.3-1 Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations. MM I.3-2 The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air-conditioning equipment in accordance with building demands; and • The isolation of air conditioning to any selected floor or floors.	Project impacts on energy resources or infrastructure systems would be less than significant without mitigation. The proposed mitigation measures would further reduce energy demand.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
projects to further reduce project impacts and promote conservation efforts. Implementation of these measures would further reduce the project's overall demand for electricity to ensure the project's impacts remain less than significant. Natural Gas The peak and average natural gas demand for the Project Site would not substantially increase as compared to existing conditions and it is anticipated that the existing natural gas infrastructure in the vicinity would be able to accommodate the Proposed Project. Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. The project would require local infrastructure improvements to connect to the existing infrastructure serving the project area. "Hooking-up" disruptions, however, cannot be determined until the actual natural gas demand is known. Impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment.	MM I.3-3	The project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted.	
	MM I.3-4	The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather.	
	MM I.3-5	The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.	
	MM I.3-6	The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.	
	MM I.3-7	The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.	
	MM I.3-8	Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
	MM I.3-9	White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.	
	MM I.3-10	Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.	
	MM I.3-11	Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.	
	MM I.3-12	The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.	
	MM I.3-13	The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.	
	MM I.3-14	The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.	
	MM I.3-15	The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.	
	MM I.3-16	The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.	
	MM I.3-17	Mechanical systems (HVAC) and lighting	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
		buildings shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.	
	MM I.3-18	The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.	
	MM I.3-19	Design Project shall focus pedestrian activity within sheltered outdoor areas.	
Public Utilities – Solid Waste			
Construction Construction of the Proposed Project would require the demolition of the existing Sports Arena. Approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated which includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. As such, construction of the Proposed Project would generate construction debris that would need to be disposed of at area landfills and/or recycled. Construction debris includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant. Operational Impacts The peak and average solid waste generated by the Project Site would not	MM I.4-1	The Project Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.	Less Than Significant.
	MM.I.4-2	The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project.	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
be substantially increased compared to existing conditions. It is anticipated that the solid waste demands generated by the Proposed Project could be readily accommodated by the existing regional landfill operations without the need to expand operations or divert existing waste streams to alternative locations. However, because the existing landfill capacity is finite and its overall capacity will be reduced over time, additional landfills and solutions to address the ongoing regional solid waste demands of the City beyond 2024 will need to be addressed on a regional basis. For purposes of a Project-specific impact conclusion, the Project's impact upon solid waste disposal facilities would be considered less than significant with the implementation of the recommended mitigation measures.		
Transportation Traffic and Parking		
Traffic Impacts The Proposed uses under Option 1 (Multiple Use Space) or Option 2 (MLS Stadium) would result in a venue that operates in a manner that is consistent with existing events held at the Sports Arena and Coliseum, and thus is not anticipated to generate a substantial change to the project related traffic volumes. In addition to hosting MLS games, the proposed event/soccer stadium would continue to host events of attendance levels similar to the ones held at the existing Sports Arena facility except that the events would be held in the open-air facility instead. Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option 1) or MLS Stadium facility (Option 2) are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Furthermore, similar to the existing operations, the Coliseum Commission will schedule events at the two facilities in such a manner that	MM J-1 Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.	Traffic: Less Than Significant. Parking: Less Than Significant

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
the event attendance size at the two venues combined does not exceed 93,000 people. Furthermore, it is anticipated that the Exposition Light Rail project (which is expected to open before the project is constructed) would provide an alternate mode of transit for patrons and employees to the new facility, which would help to reduce traffic congestion on local roadways. Traffic impacts are thus expected to be less than significant. Parking Impacts The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, USC, or the surrounding area. Under the Multiple Use Space (Option 1), the existing Sports Arena will be demolished and replaced with an open-air venue for civic gatherings and entertainment events. The Multiple Use Space will also be developed to provide overflow surface parking for the Coliseum events. The existing parking inventory is capable of supporting events with up to 93,000 attendees for the Coliseum. Thus, smaller events held at the Multiple Use Space (Option 1) or a MLS Stadium event (Option2), would be supported by adequate parking facilities, which include over 19,981 spaces within Exposition Park and the surrounding area. The Project's code required parking under Option 2 (MLS Stadium) is approximately 4,400 spaces. As the owner/operator of both the Coliseum and the Sports Arena, the Los Angeles Memorial Coliseum Commission will have direct control over programming events such that attendance at both uses operating concurrently would not exceed the current maximum capacity of the Coliseum (i.e., 93,000 attendees). Therefore, no parking impacts would occur.		

II. PROJECT DESCRIPTION

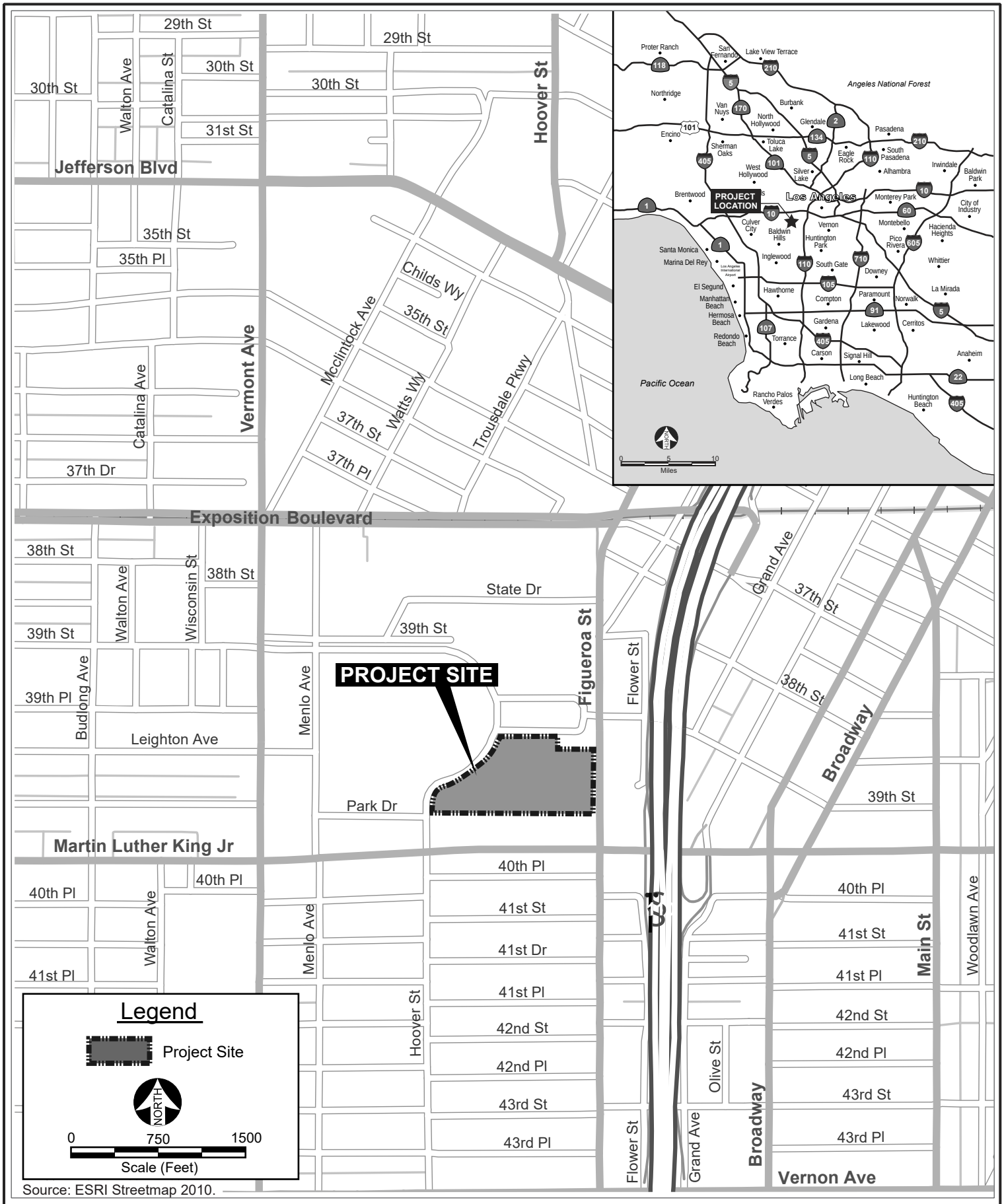
PROJECT LOCATION

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 15-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King, Jr. Boulevard on the south, and Vermont Avenue on the west. Exposition Park is the largest park in the Central Los Angeles area of the City of Los Angeles. The Sports Arena is generally situated in the southeastern portion of Exposition Park. The regional location of the project area is depicted in Figure II-1, Regional Location Map, on page 2.

The Sports Arena Redevelopment Project area (i.e., the "Project Site") includes the Sports Arena, located at 3939 S. Figueroa Street, and the immediately surrounding parking and landscape areas. The specific boundary of the irregularly shaped Project Site is shown in Figure 2, Project Vicinity Map, on page 3. As shown in Figure II-3, the Project Site is generally bounded by S. Coliseum Drive on the west and north, Figueroa Street on the east, and Exposition Park Parking Lot 6 ("Parking Lot 6") on the south.

Other land uses immediately adjacent to the Project Site include internal roadways encircling a landscaped plaza marking the 39th Street entrance to Exposition Park to the north; the Sports Arena's sister facility, the Los Angeles Memorial Coliseum, and adjacent surface parking across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses fronting the east side of Figueroa Street to the east. With the exception of the commercial/retail uses on Figueroa Street, all of these adjacent facilities are also within Exposition Park. All of Exposition Park, including the Sports Arena, is located within the City of Los Angeles in the South Central Los Angeles Community Plan Area, the eastern boundary of which is Figueroa Street. All land uses east of Figueroa Street are located in the Southeast Los Angeles Community Plan Area.

Major streets in the vicinity of the Proposed Project include Martin Luther King, Jr. Boulevard, located approximately 0.1 mile south of the Project Site; Vermont Avenue, located approximately 0.4 mile west of the Project Site; Exposition Boulevard, located approximately 0.4 mile north of the Project Site; and Figueroa Street, located approximately 0.1 mile east of the Project Site. Regional access to the Coliseum is provided by the Harbor Freeway (Interstate 110), located approximately 0.2 mile east of the site; and by the Santa Monica Freeway (Interstate 10), located approximately 1.7 miles north of the site.



Source: ESRI Streetmap 2010.

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Figure II-1
Regional and Vicinity Map

EXISTING CONDITIONS

Environmental Setting

The primary feature on the 15-acre Project Site is the Sports Arena structure. Paved pedestrian pathways and landscaping encircle the Sports Arena within the boundaries of the Project Site. A surface parking lot for VIPs occupies the western portion of the Project Site. The VIP parking lot is accessed from South Coliseum Drive via Martin Luther King, Jr. Boulevard. The Project Site is generally flat, with the exception of the sunken court and seating within the Sports Arena structure.

The Sports Arena is an oval-shaped structure oriented along a north-south axis. It was constructed within a large excavated hole; as such, the seven-story arena extends only 45 feet above grade level. The original main entrance on the east side of the arena is reached by walking over a sunken forecourt on a 65-foot-wide pedestrian bridge. Two ramps on either side of the east entry lead down to the sunken forecourt. The forecourt is landscaped with palm trees and adaptable for trade show displays. The forecourt is next to the lower level service entry. The lower level, or Arena Level, houses storage rooms, mechanical space (room on south side), concession areas, rest room facilities, lockers, shower rooms, and the arena floor itself. The upper level, or Concourse Level, houses offices, concession stands and restrooms. Three other entrances featuring lines of metal double doors are located on the north, west, and south sides of the arena, respectively. The south entrance has two stairways that go down to the lower level. The north entrance also has a stairway to the lower level. The north and south entries have escalators and the south lobby has a wheelchair ramp. The oval shape of the building on the west end flattens out. The piers on the east and west end are flat and rectangular, while the supports on the south and north ends are columns. A road under the west entrance leads to a loading dock at the Arena Level.

Inside, the Sports Arena has terrazzo floors in the restrooms and wrap-around lobbies on the concourses. The lobbies feature ceramic tile walls and indirect fluorescent lighting. The arena interior features a long steel truss with a span of 315 feet. At the time it was constructed, it was the world's longest steel truss roofs. The locker rooms have open entrances marked by curved walls of block glass. The west side has a meeting room. The building also has catwalks for lighting and colorama seating of premium gold seats, gray-blue and red upholstered theater-style seats. Today the arena seats up to 16,740 for boxing, 16,161 for basketball and 14,546 for hockey.

The Sports Arena's exterior features an inward-slanting roof composed of vertical panels with standing seams between them. The concrete around the Sports Arena is scored with large hexagonal panels. The sunken forecourt is landscaped with clumps of California fan palms (*Washingtonia robusta*). The southeast side also has a grassy area on the lower level. Sycamore trees are located on the east side in multi-sided concrete planters. The south side has a staggered line of Indian laurel fig (*Ficus microcarpa nitida*) trees. The north side has a line of sycamore trees.

The Sports Arena has experienced a variety of changes since it opened in 1959. In the early 1980s, a number of alterations were made to accommodate the Clippers move to Los Angeles. At this time, the

locker rooms were remodeled and the Clipper Club was created. The building was also damaged by the Northridge Earthquake in 1994 and required seismic retrofitting, which was accomplished in 2002. Other changes at that time included replacement of original signage and the original terrazzo floors. Two significant changes have been made to the exterior of the building. The main entrance was moved from the east side to the south side of the building. This move also resulted in the only addition to the building, the ticket office. The original blue tile that covered the roof was covered by a different material with a green tint.

Baseline Operations

The Sports Arena is owned and operated by the Los Angeles Memorial Coliseum Commission, which, as stated previously, leases the parcels occupied by the Sports Arena and the Coliseum from the State of California. The Sports Arena was constructed to accommodate sports events in Los Angeles and first commenced operations in 1959. Before the Sports Arena, there were no major facilities available for indoor spectator sports like basketball, hockey, track, tennis, wrestling, and boxing in Los Angeles. In the history of its operations, it has held sporting events for a variety of sports, including boxing, basketball (professional and college), and hockey. It has also hosted a number of major events including the 1960 Democratic National Convention and the 1961 Freedom Rally (at which Martin Luther King, Jr. spoke), as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, Latin dances, etc. However, by the mid-1960s, the Sports Arena had largely fulfilled its promise as a modern, large-scale, indoor venue for sports and other major events, and home teams began to leave the venue for other comparable venues such as Pauley Pavilion, the Forum, and the Los Angeles Convention Center. It now has to compete with the aforementioned venues as well as the Staples Center and the Galen Center.

As a result the Sports Arena site has become vastly underutilized. Based on a five year history of events and attendance levels at the Sports Arena, the current utilization of the Sports Arena includes hosting on average, approximately 69 events a year with an average of approximately 60 events (or approximately 87 percent of the annual bookings) attracting fewer than 10,000 attendees, 6 events (or approximately 9 percent of the annual bookings) attracting crowds between 10,000 and 20,000 attendees, and an average of 3 events per year (or roughly 4 percent of the total annual bookings) with attendance levels above 20,000.

As shown in Table II-2, The Historic Weekday Event Schedule and Attendance Levels, the Sports Arena hosts on average 29 events per year during the week (M-F). The maximum attendance was recorded at 52,234 attendees while the average attendance levels ranged from 3,591 (in year 2005) to 11,862 (in year 2009) over the five-year history. As expected, the Five Year Historic Weekend Events and Attendance Levels had higher utilization rates, with a maximum attendance level recorded at 55,132 attendees and an average attendance level ranging from 5,550 (in year 2005) to 11,367 (in year 2009).

Table II-1
Historic Attendance Levels at the Sports Arena (2005-2009)

Year	<10,000 Attendees		10,000 – 20,000 Attendees		> 20,000 Attendees	
	No. Events	Ave. Attendance	No. Events	Ave. Attendance	No. Events	Ave. Attendance
2005	69	3,925	7	11,185	0	0
2006	73	3,945	4	15,128	3	33,410
2007	67	3,838	6	14,438	4	32,844
2008	71	2,923	8	12,680	3	37,915
2009	20	5,695	4	14,117	3	47,165
AVERAGE	60	4,100	6	13,500	3	37,800
Source: Los Angeles Memorial Coliseum Commission, 2010.						

Table II-2
Historic Weekday Event Schedule and Attendance Levels

Year	No. of Events	Maximum Attendance	Minimum Attendance	Average Attendance
2005	32	14,681	510	3,591
2006	43	14,588	450	3,129
2007	22	24,343	565	5,538
2008	38	42,200	750	4,536
2009	10	52,234	1,670	11,862
AVERAGE	29			
Source: Los Angeles Memorial Coliseum Commission, 2010.				

Table II-3
Historic Weekend Event Schedule and Attendance Levels

Year	No. of Events	Maximum Attendance	Minimum Attendance	Average Attendance
2005	44	17,351	704	5,550
2006	37	42,447	700	8,492
2007	55	37,221	150	6,423
2008	44	31,297	750	5,690
2009	18	55,132	2,340	11,367
AVERAGE	40			
Source: Los Angeles Memorial Coliseum Commission, 2010.				

Economic Viability

The Los Angeles Memorial Coliseum Commission operates, manages and maintains the Coliseum and Sports Arena complex solely within the operating revenue generated by the use of the these facilities and are not subsidized by State or local taxes or government subsidies. As such, the facilities managed by the Coliseum Commission have to be economically self-sustaining. The Los Angeles Memorial Sports Arena has had an operating loss of between $750,000 and $900,000 each of the last five fiscal years. These losses have been absorbed due to the profitability of the Los Angeles Memorial Coliseum. It is anticipated that the Sports Arena will continue to lose a significant amount of money for the foreseeable future. Due to the age of the facility, the Sports Arena will require significant capital expenditures in the next five years just to keep it operating. These expenditures are as follows:

New Seats	$1,600,000
New HVAC System	$1,200,000
New Ice Floor & Plumbing	$3,000,000
Bathroom Remodeling	$1,600,000
Concession Stand Remodeling	$ 800,000
Total Capital Needs	**$8,200,000**[1]

The total amount of capital projects required exceeds the Commission's current cash position. The above improvements would not make the Sports Arena any more competitive with the Staples Center or any of the other venues in and around Los Angeles.

PROJECT CHARACTERISTICS

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission (LAMCC) is considering two different and mutually exclusive future uses for the Project Site: Option 1, which consists of a Multiple Use Space for civic and special event gatherings; or Option 2: a Major League Soccer Stadium with approximately 22,000 seats. Both of these development options are analyzed in an equal level of detail in this Draft EIR to allow flexibility for the decision–makers to select either one of the two projects.

[1] *E-mail correspondence from Ron Lederkramer, Chief Financial Office for the Los Angeles Memorial Coliseum Commission, November 3, 2010.*

Option 1: Multiple Use Space

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. This multiple use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic gatherings and announcements, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, public gatherings, festivals and neighborhood carnivals similar to the current outdoor event usage at the Sports Arena. Under this proposal, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the City to produce civic events.

The Multiple Use Space Option would be primarily developed as an open-air amphitheater. However, as a Multiple Use Space, the intent of this Option is to provide flexibility in event programming to stimulate the local economy and promote civic activity. The Multiple Use Space could support stand alone events confined to the 15-acre project site or, alternatively, provide flexible uses for joint events held at the Coliseum. For events held at the Coliseum, the Multiple Use Space could serve as an extension of the park-like grounds within Exposition Park, be utilized as an overflow surface parking lot, or serve as an extension to the event activity and staging areas. The typical event planning and attendance projections for the Multiple Use Space are provided in Table II-4 on page II-8. As shown in Table II-4, the projected attendance for larger annual events would range from 1,000 to 90,000 attendees. The projected attendance for monthly events such as concerts and cultural gatherings would range from 500 to 4,000 attendees. The projected attendance for smaller and more frequent uses and events, such as Farmer's Markets and exercise groups would range from 50 to 1,000 attendees. It should be noted that under any possible joint use of the Coliseum and the Multiple Use Space, the total planned attendance would not exceed the current capacity of the Coliseum.

Table II-4
Projected Attendance Levels for the Multiple Use Space (Option 1)

Events	# of Days	Projected Attendance
Annual Events		
Christmas Toy Drive	1	1,000
African Market Place	5	5,000
Revlon Run	1	50,000
City Wide Celebration	1	10,000-90,000
Charity walk	4	2,000
Health Fair	4	1,500-2,000
Public Safety Outreach	2	15,000
Neighborhood Carnival	3	1,500-2,000
Car/Auto (rally, shows, sales)	3	2000
Kids Camps	10	500
Fireworks	1	10,000
Music Festivals	5	5,000-50,000
Religious Festival	4	5,000-10,000
Monthly Events		
Concert in the Park	1	3,000-4,000
Corporate Event Rental	1	500-1,000
Cultural Gathering	1	500-2,000
Weekly Events		
Farmers Market	1	1,000
Exercise Groups	1	50-100
Pet Walking	7	50-100
Source: Los Angeles Memorial Coliseum Commission, 2010.		

Taking advantage of the topography of the site, the bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena, although the hole would be partially filled. An approximate 800-square foot (40 feet x 20 feet) concrete pad would be located at the lowest elevation in the center of the amphitheater to serve as the stage and provide support for audio and visual equipment. The stage would be surrounded in a horseshoe configuration by grass-covered seating levels that would be tiered to ensure visibility of the stage from each level. Seating would be provided on the grass (no fixed seats are proposed).

Source: Los Angeles Memorial Coliseum Commission, 2010.

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Figure II-3
Illustrative Rendering of the Multiple Use Space (Option 1)

The bowl would be surrounded by flagpoles to highlight the celebratory nature of the special events. The remainder of the Project Site would be improved as grass-covered flat surface. An artistic illustration of this concept is depicted in Figure II-3 on page II-9.

The design of the Multiple Use Space Option promotes the principal goals of providing an open-air, publicly accessible space that requires minimal upkeep and little to no permanent staff. Restroom facilities and permanent concession facilities may be provided as well. Additionally, in the interest of creating an accessible outdoor space, no permanent fencing would be constructed. Rather, temporary fencing would be utilized as needed for certain ticketed special events. Lighting would include stage lighting, which would be directed towards the center of the site and only operated during events, and low-level security lighting around the site's perimeter. Signage would consist of standard identification signage placed at the facility's entrances.

The maximum capacity of the multiple use space amphitheaters would be smaller than that of the existing Sports Arena, however the areas surrounding the amphitheater would be capable of supporting gatherings for larger events, similar to the limited outdoor uses that occur at the existing Sports Arena. It is anticipated that this area could be set up with tents and or booths for local fairs and festivals. The Multiple Use Space Option would not require any circulation improvements and parking would be accommodated through existing parking facilities in and around Exposition Park.

Construction of the Multiple Use Space Option would involve the following phases: 1) demolition of the existing Sports Arena and VIP parking lot, resulting in 5.4 million cubic feet of demolition debris; 2) partial filling of the existing hole which is estimated to necessitate approximately 250,000 cubic yards of imported soil; 3) grading and reconfiguration of the site to create the amphitheater bowl and seating levels; 4) pouring of approximately 30 cubic yards of concrete to create the stage and pedestrian walkways; 5) construction of the restroom and press room facilities; and 6) installation of grass and landscaping.

Option 2: Major League Soccer Stadium

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 22,000. The state-of-the art venue would host MLS games, USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would also serve as a practice facility for local soccer teams. Under this Option the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the League, private promoters, the City, County or State to produce soccer games and civic events. It is expected to be a high-profile attraction within the City of Los Angeles, with nationally televised events and visitation

from world-renowned athletes and coaches. Illustrative renderings of the proposed MLS Stadium from different perspectives are depicted in Figures II-4 and I-5, respectively, on pages II-10 and II-11.

The proposed outdoor soccer stadium would take advantage of the existing topography of the Project Site by constructing the stadium within the existing depression currently occupied by the Sports Arena, although the hole would need to be reconfigured to accommodate the different shape of the stadium. Thus, the field and most of the seating would be situated below-ground, reducing the height and perceived mass of the venue when viewed from grade level.

Architecturally, the stadium would resemble other comparable venues in the nation, such as the Home Depot Center in the City of Carson, which currently serves as the home stadium to the Los Angeles Galaxy and Chivas USA of Major League Soccer. It would feature dome-style geometry typical of stadium architecture, topped by a curved roof on its east and west sides. While detailed architectural plans have not been developed, Figures II-3 and II-4 provide illustrative renderings of the proposed concept plan.

The lighting to be used for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Low-level security lighting would also be installed throughout the remainder of the site to mark walkways, parking areas, restroom facilities, and entrances.

The proposed soccer stadium would also include landscaped plazas and roadways and perimeter landscaping to buffer the site from surrounding uses.

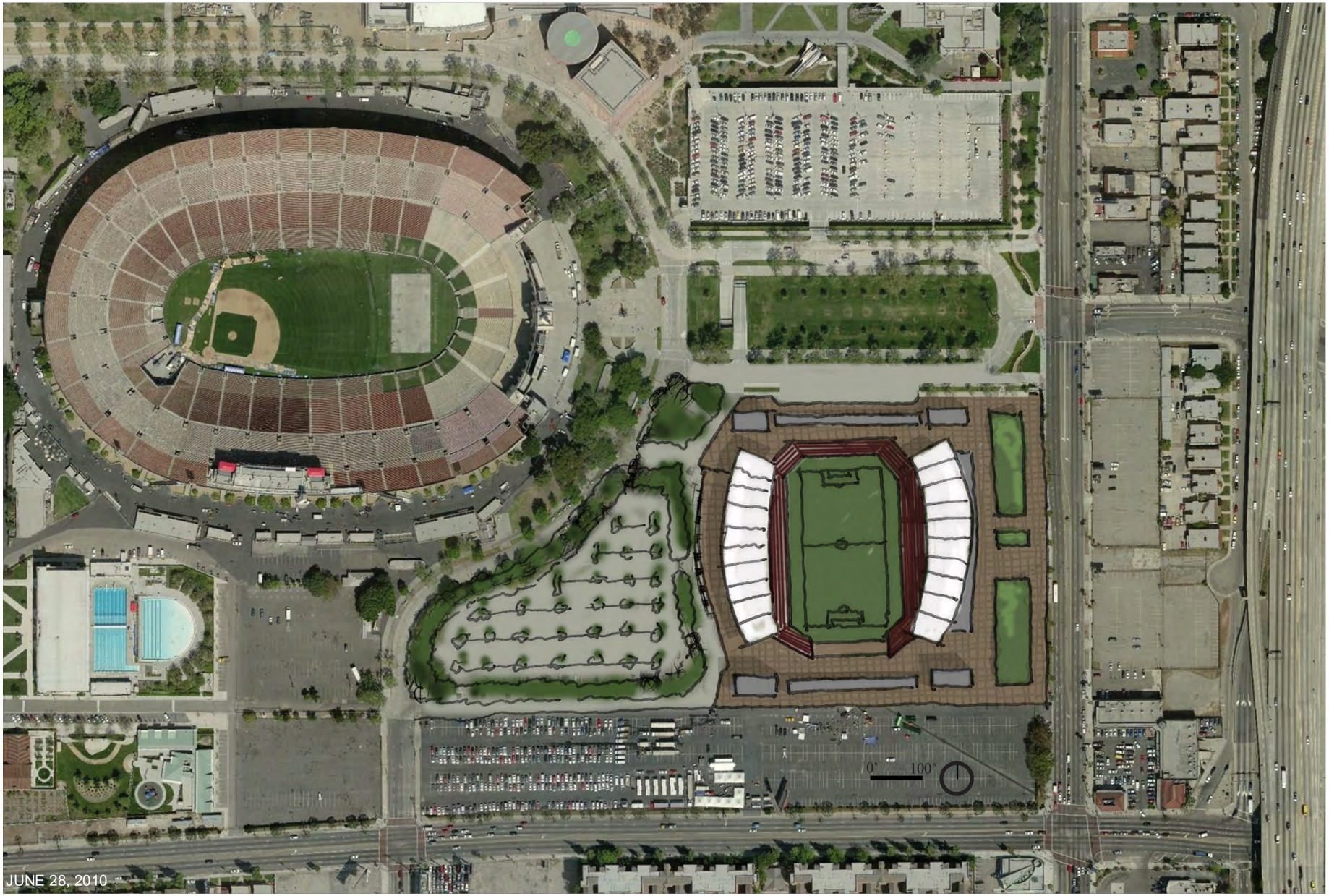
Construction of Option 2 would involve the following phases: 1) demolition of the existing Sports Arena, resulting in 5.4 million cubic feet of demolition debris; 2) Import of approximately 125,000 cubic yards of soil; 3) grading and reconfiguration of the site to accommodate the stadium footprint; 4) pouring of concrete to create the stadium foundation; 5) construction of the stadium and related support facilities; and 6) installation of grass and landscaping.

© ROSSETTI 2010

Source: Rossetti, 2010, Los Angeles Memorial Coliseum Commission, 2010.

CAJA Environmental Services, LLC

Figure II-4
Illustrative Rendering of the MLS Soccer Stadium - Oblique View (Option 2)



© ROSSETTI 2010

Source: Rossetti, 2010, Los Angeles Memorial Coliseum Commission, 2010.

CAJA Environmental Services, LLC

Figure II-5
Illustrative Rendering of the MLS Soccer Stadium - Plan View (Option 2)

PROJECT OBJECTIVES

The Los Angeles Memorial Coliseum Commission was created as a separate independent legal entity pursuant to a joint exercise of powers agreement between the City of Los Angeles, County of Los Angeles, and the Sixth District Agricultural Association, an institution of the State of California. The Joint Powers Agreement, which currently extends through 2054, authorizes and empowers the Coliseum Commission specifically and exclusively to maintain, manage, and operate the Coliseum and Sports Arena. Under the Joint Powers Agreement, the Coliseum Commission has a duty to:

> *"lease, license, rent, use or permit the use of all or part of the Coliseum and Sports Arena, to any person, for competitive sports, athletics, games, pageants, parades, plays, celebrations, patriotic gatherings, public recreation, motion picture production, or public gatherings, or such other events as are deemed appropriate, or for City, County, or District affairs, or for viewing any of the foregoing, and particularly to develop, and promote a wider use of the Coliseum and Sports Arena, through the presentation of festivals, pageants, games exhibits, industrial, horticultural or agricultural shows, conventions, exhibitions, and productions of a local, regional, national, or international character, primarily to the end that the citizens and public generally may enjoy and receive the greatest benefit possible from the Coliseum, and Sports Arena, and the City, and County and the District may more effectively exploit their climatic, geographical, recreational, cultural, and commercial resources and advantages."*[2]

The Sports Arena complex is supported solely by revenue generated from its operations and no taxpayer funds are used to support the existing facilities. Constructed in 1959, the Sports Arena is in need of major repairs and renovation to extend its structural lifespan and increase programming options in order to generate the necessary revenues to become an economically self-sufficient sports and entertainment venue. As a result, the Los Angeles Memorial Coliseum Commission's primary objectives are as follows:

Primary Objectives

- To plan for the long-term use and operation of the Sports Arena property to fulfill the duties of the Coliseum Commission as identified in the Joint Powers Agreement. Specifically, the Coliseum Commission seeks to evaluate and develop a successful plan that will enable the Coliseum Commission to manage and use the Sports Arena property for competitive sports, athletics, games, pageants, plays, celebrations, patriotic or religious gatherings, festivals, exhibits, industrial, trade, horticultural or agricultural shows, conventions, and exhibitions and productions of a local, regional, national, or international character in a manner that is economically self-sufficient and consistent with the terms of the Sports Arena ground lease between the Coliseum Commission and the Sixth District Agricultural Association.

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[2] *Para. 12(f) of the Los Angeles Coliseum Commission Joint Powers Agreement.*

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- To enhance the prestige and visibility of Exposition Park and the City of Los Angeles through the development of a modern, world-class sports, entertainment, and cultural use complex.
- To assure that Project Site operations generate enough revenue to enable the Coliseum Commission to preserve and maintain the Project Site and its sister facility, the Coliseum, in a self-sufficient manner.
- To utilize the existing topography of the Project Site without the need for a substantial amount of additional grading.
- To serve the community's need for public outdoor gathering spaces.

In furtherance of the primary project objectives identified above, the Coliseum Commission has identified two potentially viable options: Option 1 (Multiple Use Space) and Option 2 (MLS Stadium). The specific set of objectives for the two development options are as follows:

Option 1 (Multiple Use Space):

- To expand the function of the Sports Arena Site within the community as a gathering place for civic events that celebrate community achievements.
- To construct an open-air venue that provides maximum flexibility for the dual use of the site to support overflow parking needs for Coliseum events and to be utilized as an outdoor venue for public entertainment and cultural events.

Option 2 (MLS Stadium):

- To provide a stadium venue in conformance with the generally accepted standards of design for Major League Soccer (MSL) stadiums, thus enabling the Coliseum Commission to host MSL games in Exposition Park.
- To provide a stadium venue in conformance with the generally accepted standards of design for collegiate soccer, thus enabling a landlord/tenant relationship with a USC soccer team.
- To provide spectators and users of the stadium with the amenities and conveniences consistent with a state-of-the-art facility, including restrooms, concession, and press facilities; spectator viewing; luxury suites and club seating; locker and dressing facilities; and parking and circulation space.
- To utilize the existing topography of the Project Site without the need for a substantial amount of additional grading.

DISCRETIONARY ACTIONS

The Lead Agency and sole decision-maker for the Proposed Project is the Los Angeles Memorial Coliseum Commission. This Draft EIR is intended to be used by the Coliseum Commission in support of its discretionary authority to approve the Proposed Project. It also may be used by other governmental entities to support other discretionary or ministerial permits and approvals required to construct and operate the Proposed Project. Specific discretionary actions include:

- Project approval by the Los Angeles Memorial Coliseum Commission
- Demolition permit (City of Los Angeles)
- Grading permit (City of Los Angeles)
- Zone Variance for Building Height (City of Los Angeles)
- Haul route permit (City of Los Angeles)
- Construction permit (City of Los Angeles).

III. ENVIRONMENTAL SETTING

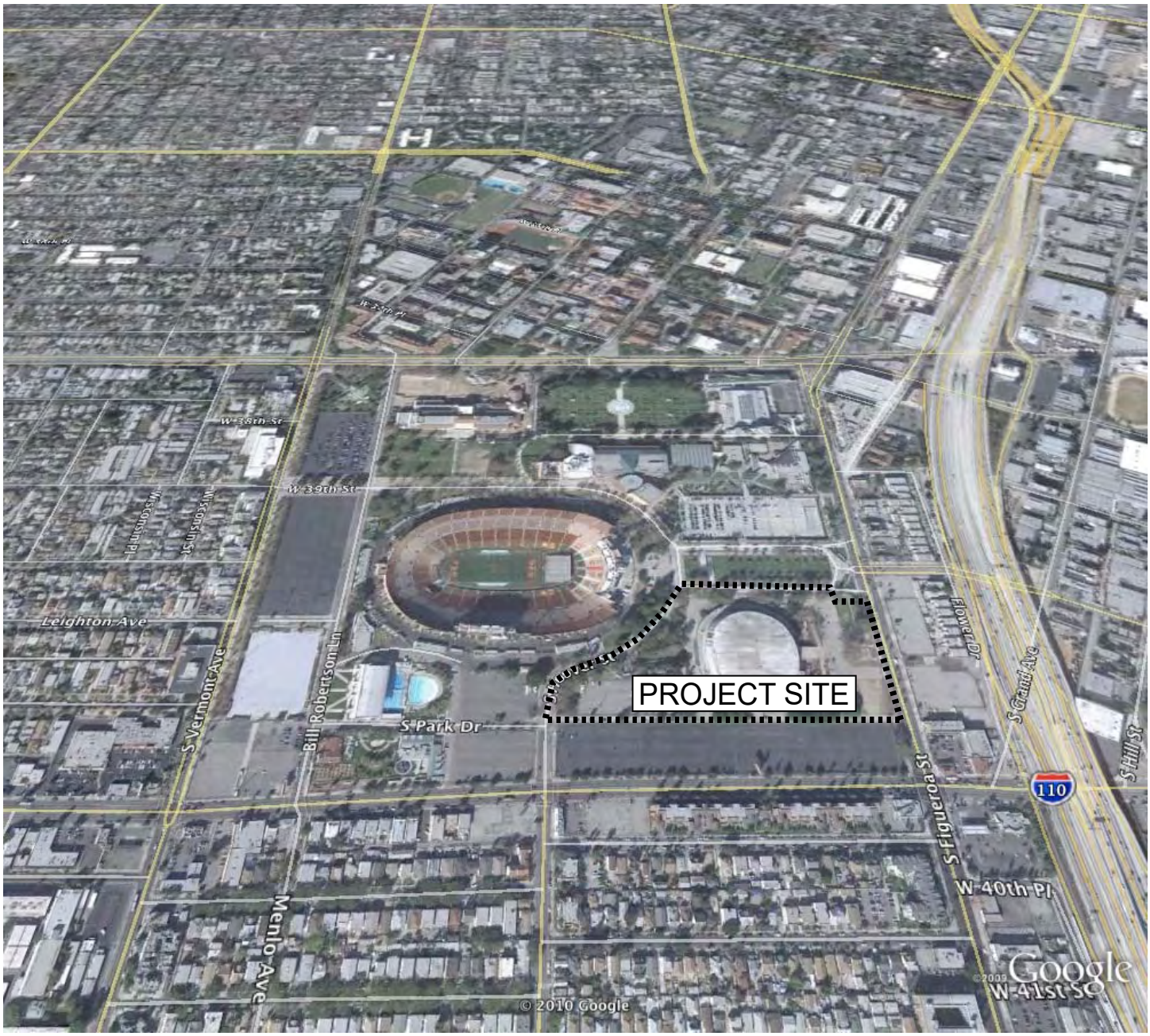
PROJECT LOCATION

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 15-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King Jr. Boulevard on the south, and Vermont Avenue on the west. Exposition Park is the largest park in the Central Los Angeles area of the City of Los Angeles. The Sports Arena is generally situated in the southeastern portion of Exposition Park. The general location of the project area is illustrated in Figure 1, Regional Location Map, on page III-2.

The Sports Arena Project area (i.e., the "Project Site") includes the Sports Arena, located at 3939 S. Figueroa Street, and the immediately surrounding VIP parking lot and landscape areas. The specific boundary of the irregularly shaped Project Site is shown in Figure 2, Project Vicinity Map, on page III-3. The Project Site is generally bounded by South Coliseum Drive on the west and north, Figueroa Street on the east, and Parking Lot 6 on the south.

Other land uses immediately adjacent to the Project Site include internal roadways encircling a landscaped plaza marking the 29th Street entrance to Exposition Park to the north; the Sports Arena's sister facility, the Los Angeles Memorial Coliseum, and adjacent surface parking across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses fronting the east side of Figueroa Street to the east. With the exception of the commercial/retail uses on Figueroa Street, all of these adjacent facilities are also within Exposition Park. All of Exposition Park, including the Sports Arena, is located within the City of Los Angeles in the South Central Los Angeles Community Plan Area, the eastern boundary of which is Figueroa Street. All land uses east of Figueroa Street are located in the Southeast Los Angeles Community Plan Area.

Major streets in the vicinity of the Proposed Project include Martin Luther King Jr. Boulevard, approximately 0.1 mile south of the Project Site; Vermont Avenue, approximately 0.4 mile west of the Project Site; Exposition Boulevard, approximately 0.4 mile north of the Project Site; and Figueroa Street, approximately 0.1 mile east of the Project Site. Regional access to the Coliseum is provided by the Harbor Freeway (Interstate 110), located approximately 0.2 mile east of the site; and by the Santa Monica Freeway (Interstate 10), located approximately 1.7 miles north of the site.



Source: GOOGLE; PARKER Environmental Consultants, October 2010.

CAJA Environmental Services, LLC

Figure III-1
Oblique Aerial Photograph of the Project Site and Surrounding Area

Legend

Exposition Park

Project Site

NORTH

Source: Google Earth, Parker Environmental Services, 2010.

CAJA Environmental Services, LLC

Figure II-2
Project Vicinity Map

ENVIRONMENTAL SETTING

Aesthetics

Generally speaking, the aesthetic character of the area surrounding the Project Site relates primarily to its urban form rather than to any dominant natural feature. Low-level views from the Project Site looking outward consist largely of the surrounding areas of Exposition Park, as well as the commercial, retail and residential uses bordering the site to the east and south. Views from the site to the north and west are limited by the presence of the Coliseum and swim stadium, as well as by vegetation and stands of trees within the open space portions of the Park. Intermittent views of the skyline of Downtown Los Angeles (approximately 2 miles north) are partially visible from areas within the Park. The downtown skyline forms a backdrop against which the lower-relief urban development in the intervening areas may be seen. Intermittent views of the more distant San Gabriel Mountains beyond the downtown skyline may also be obtained from the Park area. In general, existing structures, landscaping and vegetation limit most views from the ground the level in the Park area and views in all four directions from the site can generally be characterized by heavily urban land uses.

The site is marginally visible from vantage points on the east and south due to large setbacks, and is minimally visible from the north and west due to the relatively low profile of the existing Sports Arena, the location of the Coliseum, swim stadium, trees, and landscaping to the north and west of the site in Exposition Park.

Air Quality

The Project Site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which has divided the Basin into 38 source receptor areas (SRAs) for purposes of monitoring the various concentrations of air pollutants in the region. The project site is located in the City of Los Angeles and is located within the SCAQMD's SRA 1, which covers the Central Los Angeles County area. Currently, SCAQMD Station No. 087 collects ambient air quality data for SRA 1. This station currently monitors emission levels of O_3, CO, NO_2, SO_2, and PM_{10}.

Air pollutant emissions are generated in the local vicinity of the project site by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. Overall, motor vehicles are the primary source of pollutants in the project site vicinity. A key characteristic of the Sports Arena is that it generates vehicle trips and high levels of traffic congestion for short periods on event days only. The attendance level and associated vehicle trips generated by specific events vary significantly. In the past five years, the Sports Arena held, on average, 69 events a year. Of the 69 events, 60 had an attendance of less than 10,000 people, six events had an attendance between 10,000 to 20,000 people, and three events had an attendance of more than 20,000 people.

Greenhouse Gases

The California Energy Commission (CEC) published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004* in December 2006. This report indicates that California emitted between 425 to 468 million metric tons of greenhouse gases in 1990. This seemingly large amount is a result of the large population residing in California. When considering fossil fuel emissions at the level of each individual person, California is second lowest in the nation in per capita CO_2 emissions, with only the District of Columbia being lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions were calculated to have grown by only 12 percent over the same period. The report concluded that California's ability to slow the rate of growth of greenhouse gas emissions was largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments were calculated to have lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

Locally, GHG emissions are generated in the local vicinity of the project site by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. Overall, motor vehicles are the primary source of GHGs in the project site vicinity. A key characteristic of the Sports Arena is that it generates vehicle trips and high levels of traffic congestion for short periods on event days only.

Historic Resources

The Project Site is situated within the southeast quadrant of Exposition Park, which is bounded by Exposition Boulevard on the north, Martin Luther King, Jr. Boulevard on the south, Vermont Avenue on the west and Figueroa Street on the east, is a mixture of public and privately owned structures and open space parkland. Originally known as Agricultural Park, Exposition Park was developed in the 1870s as an agricultural fairground. In 1909, the 160-acre property developed into a park when California's Sixth District Agricultural Association (then owner of the property) and the county and city of Los Angeles agreed to a plan to transform it into a cultural center, and renamed it renamed Exposition Park a year later.

The state would build an exposition building and armory if the county would construct and operate a history and art museum and the city would maintain the grounds.[1] In 1913, the park was officially dedicated, for use as a recreational, educational and cultural gathering place. In 1922, the Exposition Club opened, followed a year later by the Los Angeles Memorial Coliseum, designed by noted Los Angeles and USC architect John Parkinson, on the grounds of Exposition Park. The park is right next to the USC campus. In addition to hosting USC sporting events, the Coliseum was enlarged for the 1932 Olympics; the Swimming Stadium was also constructed for the 1932 Olympics. The park continued to be

[1] *"Natural History Museum Of Los Angeles County" located on the County's website at: http://www.nhm.org/expo/expopark.htm.*

occupied by culturally important buildings such as the County Museum of Natural History, the California African-American Museum and the Museum of Science and Industry (California Science Center). There is also the renowned Rose Garden and the Armory. In 1959, the Sports Arena was constructed. The park is still public space owned by the state of California, whose major cultural facilities mentioned above are operated by both the state and Los Angeles County.

The Exposition Park Historic District, which includes the Coliseum, Rose Garden, Natural History Museum; the Armory and Swimming Stadium; the Exposition Clubhouse; North and South Coliseum Drive; and the Exposition (Ahmanson Building), was established in the 2000 Historic Property Survey Report (HPSR), prepared for the State of California, Department of General Services, Real Estate Services Division, as part of an effects analysis of the proposed Exposition Park Master Plan Parking Facility, prepared by Myra L. Frank & Associates (now ICF). No formal finding of National Register eligibility was made for the Exposition Park Historic District at a meeting among the review agencies on August 9, 2000. Furthermore, the Exposition Park Historic District has not been recorded in the California Historical Resources Inventory database.

When the Sports Arena opened on July 4, 1959, it was the first modern indoor sports arena built in Los Angeles. The Sports Arena was designed by Welton Becket & Associates of Los Angeles, hired in 1957, and the contractor was L.E. Dixon Co. from San Gabriel, California. Over the years, the Sports Arena has been altered on several occasions, primarily on the interior. In the early 1980s, the Clippers moved to Los Angeles and the Sports Arena and required several upgrades to the building, including the locker rooms and the creation of the Clipper Club. The building was also damaged in the 1994 Northridge earthquake and required seismic retrofitting, which was accomplished in 2002. Other changes include the replacement of original signage and the original terrazzo floor. On the outside of the building, the most significant change occurred when the main entrance was moved from the east side to the south side of the parking lot. The move also introduced the only addition to the building, the ticket office. The other physical exterior change occurred when the original tile that covered the roof and gave it a blue tint was replaced with a different material that has a green tint.

Hydrology/Water Quality

The 15-acre Project Site consists of mostly impermeable surfaces as the site is developed with the Sports Arena structure, concrete paved walkways and asphalt covered parking areas. It is estimated that approximately 10 to 15 percent of the 15-acre site is covered with permeable landscaped areas. Surface water from the site is conveyed in part to the landscaped areas, with excess runoff diverted to the surface gutters and storm drain inlets in Figueroa Street and Martin Luther King, Jr. Boulevard. Surface water runoff is conveyed from the site to the Los Angeles River Flood Control Channel through a network of reinforced concrete pipes.

Land Use / Zoning

The Project Site is located within the South Los Angeles Community Plan Area, one of 35 Community Plans established for different areas of the City that are intended to implement the policies of the General Plan Framework, and collectively are considered the Land Use Element. The South Los Angeles Community Plan Land Use Map designates the entire Project Site, as well as the majority of Exposition Park (generally to the north and west of the Project Site), as "Open Space" and a Regional Recreational Site. The Open Space land use designation is reserved for public land and does not allow any residential or commercial development that is not associated with a public-oriented facility. The identified corresponding zoning for this land use designation is Open Space (OS) and Agricultural (A1). The Community Plan also identifies the Project Site as a Cultural and Historical Site (see Section IV.D, Cultural and Historic Resources). That portion of the Project Site located adjacent to Figueroa Street is identified as an Opportunity Area.

As identified by the Community Plan, Exposition Park is defined as a "major opportunity site." A major opportunity site is an area that has the potential to generate significant impacts within the surrounding neighborhoods.

The Project Site is also located within the CRA/LA's Exposition/University Park Redevelopment Project area (Redevelopment Plan). Originally known as the Hoover/Hoover Expansion Redevelopment Project, the 574-acre Exposition/University Park Redevelopment Project is located just southwest of Downtown Los Angeles. The Redevelopment Plan area is generally bounded by Adams Boulevard on the north, Flower Street on the east, 41st Street on the south, and Walton Avenue and Catalina Street on the west. The Redevelopment Plan was designed to promote revitalization and development within the Exposition/University Park Project area and designates the Project Site for Public Use. According to the Redevelopment Plan, permitted uses of land designated as Public- and Quasi-Public include the establishment, maintenance, or enlargement of public uses including, but not limited to, park and recreational facilities, libraries, educational or fraternal facilities, parking and parking structures, housing, philanthropic and charitable or other institutions, and facilities of other similar associations or organizations.

The Project Site is in the OS-1XL (Open Space) Zoning District, as is the majority of Exposition Park. The OS-1XL designation refers to a zoning designation of Open Space with a corresponding Height District of 1XL, Extra Limited Height District (XL). The OS zone permits a limited amount of uses under the City's Planning and Zoning Code (L.A.M.C. Section 12.04.05), including parks and recreation facilities (i.e. bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, children's play areas, picnic facilities, and athletic fields), natural resource preserves, marine and ecological preserves, sanitary landfill sites, and water conservation areas. Height District No. 1 limits development to a Floor Area Ratio (FAR) of 3:1. The XL allows a building height of two-stories, which shall not exceed a height of 30 feet. Like a number of other older buildings which pre-date the Planning and Zoning Code, the Sports Arena is "grandfathered" into the zoning code because it was constructed prior to establishment of the code.

Properties surrounding the Project Site to the north, west, and south are located within Exposition Park and are also zoned OS-1XL. Those properties directly east of the Project Site across Figueroa Street are zoned C2-1L. The parcels fronting on the south side of Martin Luther King Jr. Boulevard, across the street and south of Parking Lot 6, are zoned C2-1.

Noise

The Project Site is located in an urbanized environment with the following primary noise sources in the vicinity: Coliseum/Sports Arena activities during special events, traffic on the elevated Harbor Freeway (Interstate 110) located to the east of the Project Site, and traffic on the surface streets of Figueroa Street and Martin Luther King Jr. Boulevard. The Sports Arena is located within Exposition Park, which includes passive recreational spaces as well as County and State Museums. These areas are located north and west of the Sports Arena. Within this park/institutional setting, the ambient noise environment is dominated by the Coliseum and Sports Arena activities during special events.

To establish baseline noise conditions within the vicinity of the Project Site, existing daytime noise levels were documented by taking noise measurements at four locations during a non-event weekday on September 9, 2010 from approximately 11:30 a.m. to 12:50 p.m. A non-event weekday was selected to establish baseline conditions for the project vicinity as it would be most representative of the majority of the year. In the past five years, the Sports Arena and Coliseum held, on average, 69 events a year. As such, these measurements reflect the ambient weekday conditions for approximately 81% of the year. The 15-minute average noise levels measured at each of these locations are generally characteristic of an urban environment.

Public Services

Fire Protection

Fire prevention, fire suppression, and life safety services are provided throughout the City of Los Angeles, including the Project Site, by the Los Angeles City Fire Department (LAFD). These services are governed by the Fire Protection and Prevention Plan (Plan), an element of the City's General Plan, as well as the Fire Code section of the Los Angeles Municipal Code (LAMC).

The LAFD has fire stations at the following three locations for initial response service to the Project Site:

> Fire Station No. 46 – This station is located at 4370 S. Hoover Street, approximately 0.8 miles from the Project Site. It is staffed with 9 members and is equipped with an Engine and 2 Rescue Ambulances.
>
> Fire Station No. 15 – This station is located at 915 W. Jefferson Boulevard, approximately 0.9 miles from the Project Site. It is staffed with 12 members and is equipped with an Engine, an Assessment Light Force, and a Paramedic Ambulance.

Fire Station No. 14 – This station is located at 3401 S. Central Avenue, approximately 1.6 miles from the Project Site. It is staffed with 14 members and is equipped with a Task Force Station, Engine and Truck Companies, and Paramedic Ambulances.

Fire station locations are shown in Figure IV.H-1, Fire Station Locations. The above distances were computed to 3939 Figueroa Street, the address of the existing Sports Arena.

Police Protection Services

The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services to the Project Site and immediate Project Vicinity. The site is located within LAPD Reporting District (RD) 378, which consists entirely of Exposition Park. The boundaries of RD 378 are Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. RD 378 is located within the Southwest Area, one of the LAPD's 18 area divisions within the City. The Southwest Area is bounded by the Santa Monica Freeway (Interstate 10) to the north, the Harbor Freeway (Interstate 110) to the east, Vernon Avenue to the South, and S. La Cienega Boulevard to the west.

The Southwest Area police station is located at 1546 W. Martin Luther King Jr. Boulevard, approximately 1.2 miles west of the site. The Southwest Area currently staffs 347 sworn officers and 26 civilian support staff deployed over three watches. The Project Site is routinely patrolled at all times by officers assigned to the Southwest Area.

Public Utilities

Wastewater

The City of Los Angeles Department of Public Works, Bureau of Sanitation Division, (the "Bureau of Sanitation") provides sewer conveyance infrastructure and wastewater treatment services to the Project Site and regulates the process of wastewater into the system.

The Proposed Project is located in the Hyperion Treatment Plant (HTP) service area, which encompasses approximately 328,000 acres, or approximately 515 square miles, of the greater Los Angeles area and serves approximately four million people, 96 percent of the total area served by the City. HTP currently processes average wastewater flows of approximately 340 mgd, resulting in a remaining capacity of approximately 110 mgd.

The sewer infrastructure serving the Sports Arena consists of an existing 9- to 15-inch pipe originating from the northwest area of the Sports Arena and flowing in a southwestern direction into a 15- to 30-inch pipe under Hoover Street. The sewage from this pipe flows south along Hoover Street into a pipe greater than 45 inches near the intersection of Hoover Street and 41st Place. Additional sewer infrastructure in vicinity of Exposition Park includes a network of six-, eight-, and ten-, twelve-, and 18-inch lines, which feed into a 44-inch pipe under Exposition Boulevard and a 75-inch pipe in Rodeo Road.

Water

Water is currently supplied to the Project Area by the City of Los Angeles Department of Water and Power (LADWP). The LADWP is responsible for ensuring that water demands within the City are met and that State and Federal water quality standards are achieved. In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with Los Angeles Fire Department (LAFD) requirements (see discussion in Section IV.H.2, Fire Protection), as well as recycled water for irrigation and industrial uses in conjunction with the Department of Public Works.

The Project Site's current potable water demand is generated from the operation a variety of uses, the most significant of these being public restrooms, showers in the locker rooms, and concession stand/food preparation uses. In addition to these event-specific uses, irrigation for on-site vegetation and the daily operation of the staff offices and ticket offices demand a comparatively small amount of water. It should be noted that the majority of annual on-site water demand is created during events. Consequently, existing water demand on the Project Site varies significantly depending on attendance levels.

Electricity

The Los Angeles Department of Water and Power's (LADWP) provides electricity service to the City of Los Angeles. LADWP obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power. The LADWP obtains power from four municipally owned power plants within the Los Angeles Basin, LADWP Hydrogenerators on the Los Angeles Aqueduct, and shared-ownership generating facilities in the Southwest, and also purchases power from the Southwest and Pacific Northwest. LADWP also purchases excess power, as it is made available, from self-generators interconnected with the LADWP within the City.

Currently during major events, electricity is consumed for a variety of uses, the most significant of these being arena lighting, scoreboard, and videoboard operations. Other less intensive event-associated uses of electricity on-site include public address/sound system operation, television and radio transmission equipment, internal lighting (locker rooms, press box, etc.), maintenance equipment, and food preparation. The primary electricity-consumptive on-site use not associated with events is the daily lighting of the administrative offices, continual security and maintenance lighting, and the operation of office equipment. It should be noted that the majority of annual on-site electricity consumption occurs during events, consistent with the existing events described in Section II, Project Description of this Draft EIR.

Natural Gas

The Southern California Gas Company (SCG) provides natural gas to the City of Los Angeles through existing gas mains located under the streets. Natural gas service is provided in accordance with the Gas Company's policies and extension rules on file with the California Public Utilities Commission (PUC) at the time contractual agreements are made. Natural gas is currently consumed at the Sports Arena for water heating; space heating in the arena area and offices, locker rooms, and press box; and boiler

operation. It should be noted that the majority of natural gas consumption on-site occurs during events, consistent with the existing events described in Section II, Project Description of this Draft EIR. Natural gas usage on-site is reduced substantially during periods when no events are scheduled.

Traffic, Transportation and Parking

Regional and local access to the Project Site is provided by the Los Angeles County Metropolitan Transit Authority's (MTA) bus and light rail lines. To the north of the Project Site, Exposition Boulevard is served by Metro Local and Limited Line 102 and the Metro Express Line 550. Immediately adjacent to the east, Figueroa Street is served by the Metro Silver Line (from downtown Los Angeles) as well as Metro Local and Limited Line 81. To the south of the Project Site, Martin Luther King, Jr. Boulevard is served by the Metro Rapid Line 740 as well as the Metro Local and Limited Lines 40 and 42. In the future, regional access would also be provided by way of the MTA's light rail line (Metro Rail Expo Corridor) to Culver City, connecting Downtown Los Angeles to Culver City (Phase I) and Santa Monica (Phase II). A dedicated station (the Expo/Vermont) will serve Exposition Park. Phase I of the MTA's "Exposition Park Light Rail Transit Project" is scheduled to open in 2011.[2]

Automobile access to the Project Site is provided from the east off of Figueroa Street at 39th Street, and from the south access is provided off of Martin Luther King Jr. Boulevard at Hoover Street. From the north, access to the Project Site is provided off of Exposition Boulevard at Victory Walk by way of South Coliseum Drive. From the west, access is provided off of Vermont Avenue at 39th Street by way of Exposition Park Drive and South Coliseum Drive.

Parking

There are 27 parking lots in the vicinity of the Project Site. Ten lots are within Exposition Park and provide parking for the museums and recreational areas as well as for the events at the Coliseum and the Sports Arena. A County of Los Angeles parking lot is located on the west side of Vermont Avenue, and two private parking areas are located on the south side of 40th Place. Four private parking lots, including one USC lot, are located on the east side of Figueroa Street, directly adjacent to Exposition Park, between Martin Luther King, Jr. Boulevard and Figueroa Street. The parking lot for the Department of Motor Vehicles is located east of the I-110 off of Exposition Boulevard, and the USC Parking Center is located north of the DMV's site on Jefferson Boulevard. Eight more parking areas are located to the north of Exposition Park, six of which are on the USC campus. The other two are located near the intersection of Jefferson Boulevard and Figueroa Street; one lot is located at the Shrine Auditorium, the other is private and is adjacent to the Shrine. The total number of existing parking spaces in the Coliseum, Exposition Park, and University Park (USC Campus) is 19,981.

[2] *http://www.expositionpark.org/park-history.*

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. AESTHETICS

ENVIRONMENTAL SETTING

Existing Visual Character of the Project Site

The 15-acre Project Site is located within the boundaries of the approximately 145-acre Exposition Park complex, which consists of the Coliseum, the Los Angeles Swimming Stadium, several museums, exposition halls, the Exposition Park Rose Garden, surface and structured parking lots, and several acres of landscaped park areas, walkways, and tree-lined thoroughfares. The Park is bounded by Exposition Boulevard on the north, Figueroa Street on the east, Martin Luther King, Jr. Boulevard on the south, and Vermont Avenue on the west. Major public facilities within the Park include the California Science Center, the Los Angeles County Museum of Natural History, the African-American Museum, the LAUSD Armory School site, the Aerospace Museum, and the IMAX Theater. The southern half of Exposition Park is developed with sports- and assembly-related facilities. Portions of the southern and southwestern areas of the Park are dedicated to surface parking lots. Exposition Park also extends westerly from Menlo Avenue to Vermont Avenue. This area is currently developed with a series of surface parking lots and additional open-space park facilities.

The Sports Arena building is an ellipse-shaped multi-use facility, situated on a north-south axis. The roof is an elliptical transverse steel truss roof, spanning 315 feet by 430 feet. The exterior material of the lower walls is comprised of concrete block construction. There are no exterior windows. The original roof material, which was a blue tile specifically chosen for this structure, was replaced during the 2002 seismic retrofitting with a green material. Currently, the roof consists of large vertical panels with standing seam between them. The new color and material were chosen to match the roof of the Swim Stadium and other structures on the Exposition Park campus. The previous main entrance located on the east side fronting Figueroa Street was situated to take advantage of the pedestrians and vehicles accessing the site from the east. Patrons could utilize this entrance passing the memorial fountain and through parallel lines of palm trees. An eight-foot metal fence located along the perimeter of the Sports Arena site was added in 1980.

Landscaping on the site is limited to decorative trees and shrubs along the perimeter of the Sports Arena structure and parking lots located to the west and east of the structure. The sunken forecourt is landscaped with clumps of California fan palms (Washingtonia robusta). The southeast side also has a grassy area on the lower level. Sycamore trees are located on the east side in multi-sided concrete planters. The south side has a staggered line of Indian laurel fig (Ficus microcarpa nitida) trees. The north side has a line of sycamore trees. Views of the Sports Arena and surrounding area are provided later in this section.

Existing Visual Character of Surrounding Properties

Other prominent land uses in the immediate vicinity outside of Exposition Park that define the visual character of the surrounding neighborhood include the University of Southern California (USC) campus to the north, Manual Arts High School near the southwest corner of Vermont Avenue and Martin Luther King, Jr. Boulevard, and residential areas south of Martin Luther King, Jr. Boulevard and west of Vermont Avenue. The location of the USC campus adjacent to Exposition Park has effectively created a large public and quasi-public land reservation that dominates the vicinity and which is surrounded by the non-related residential and commercial land uses comprising the basic fabric of the community.

Adjacent to Exposition Park on its eastern, southern, and western borders are mixed commercial and residential land uses. Most of the properties in these areas are developed with low-rise buildings and residences, with the exception of the mid-rise Social Services Building on Vermont Avenue, west of the site. Areas to the east of Figueroa Street (the eastern boundary of Exposition Park) are developed with low-rise commercial retail structures. The land strip containing the elevated Harbor Freeway (Interstate 110) is located immediately to the east of these properties. Areas to the east of the Harbor Freeway in the vicinity of the Proposed Project are densely developed with a mix of multi-family residential, commercial, and light industrial uses.

In the general vicinity of the site, Vermont Avenue, Figueroa Street, and Martin Luther King, Jr. Boulevard can be characterized as commercial corridors. Vermont Avenue provides access from the area to the Mid-Wilshire District of Los Angeles on the north and to the South Bay cities of Gardena and Torrance to the south. Similarly, Figueroa Street provides direct surface-street access to Downtown Los Angeles to the north and the Los Angeles Harbor area to the south. Martin Luther King, Jr. Boulevard is both a commercial and residential corridor to the west, providing access to the Baldwin Hills area, as well as to the Crenshaw District of Los Angeles. Development along each of these streets extending outward from the vicinity of the Proposed Project is primarily characterized by a highly urban mix of densely developed residential neighborhoods and strip commercial areas largely defined by low- and mid-rise structures. Industrial land uses are prominent to the east of the Harbor Freeway, although the general pattern of low visual relief characterizing the area is broken intermittently by high-rise industrial facilities. Exposition Boulevard, defining the northern boundary of Exposition Park and the southern boundary of the USC campus, is generally characterized by commercial and light industrial uses to the west of Vermont Avenue and is situated parallel to a set of Southern Pacific railroad tracks. The Shrine Auditorium, a large mid-rise public assembly facility, is located to the northeast of the site, adjacent to the north edge of the USC campus. Overall, the high density of development in the greater project locale is characteristic of a major urban area, although not of an urban business center.

Viewsheds

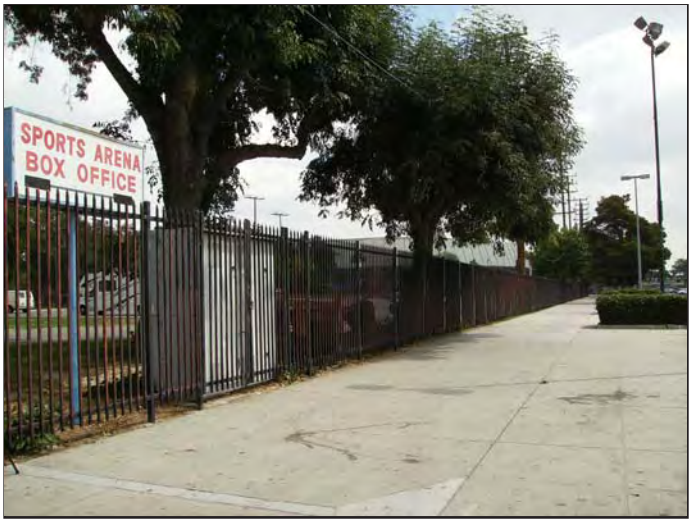
In general, the aesthetic value of the area surrounding the Project Site relates primarily to its urban character rather than to any dominant natural feature. Low-level views from the Project Site looking outward consist largely of the surrounding areas of Exposition Park, as well as the commercial, retail and residential uses bordering the site to the east and south. Views from the site to the north and west are limited by the presence of the Coliseum and swim stadium, as well as by vegetation and stands of trees within the open space portions of the Park. Intermittent views of the skyline of Downtown Los Angeles (approximately 2 miles north) are partially visible from areas within the Park. The downtown skyline forms a backdrop against which the lower-relief urban development in the intervening areas may be seen. Intermittent views of the more distant San Gabriel Mountains beyond the downtown skyline may also be obtained from the Park area. In general, existing structures, landscaping and vegetation limit most views from the ground the level in the Park area and views in all four directions from the site can generally be characterized by heavily urban land uses.

The site is marginally visible from vantage points on the east and south due to large setbacks, and is minimally visible from the north and west due to the relatively low profile of the existing Sports Arena, the location of the Coliseum, swim stadium, trees, and landscaping to the north and west of the site in Exposition Park. Views of the Project Site and surrounding areas are provided in Figures IV.A-1 through IV.A-8. Each Figure includes an explanation of the view and a photograph location map for geographical reference.

Ambient Lighting and Illumination

The existing permanent lighting at the Sports Arena consists of small and moderate scale area lighting fixtures at the entrances and pedestrian access areas as well as pole lighting positioned throughout the Sports Arena VIP parking lots and walkways. View 1 in Figure IV.A-1 above illustrates common lighting fixtures currently used for parking areas and walkways. As the Proposed Project would involve the removal of an existing indoor facility and replace it with either an open-air amphitheater or outdoor soccer stadium, the potential impact of the field and event lighting on the surrounding community is the focus of the analysis provided below.

Ambient lighting in the vicinity of the Project Site consists of relatively moderate to high levels of lighting. The ambient lighting conditions are attributable to the commercial land uses, traffic lights and signals, and vehicle headlights travelling along Figueroa Street, Martin Luther King, Jr. Boulevard, Vermont Avenue, and Exposition Boulevard. The other uses in Exposition Park all maintain mid-level lighting at night, and surface parking lots in the Park are relatively brightly lit. During nighttime events held at the Coliseum, approximately 360 existing floodlights are in operation and contribute to increased ambient nighttime lighting levels. Surrounding commercial uses along Figueroa Street and Vermont Avenue maintain high-level lighting, while residential areas along Martin Luther King, Jr. Boulevard maintain a relatively low level of nighttime lighting. Overall, existing ambient lighting levels surrounding the Project Site range from moderate to high.



View 1: View from the southwest corner of the Project Site looking along the southern border of the Project Site. The Sports Arena can vaguely be seen in the background.

View 2: View from the southwest corner of the Project Site looking east at the VIP Parking Lot and Sports Arena.

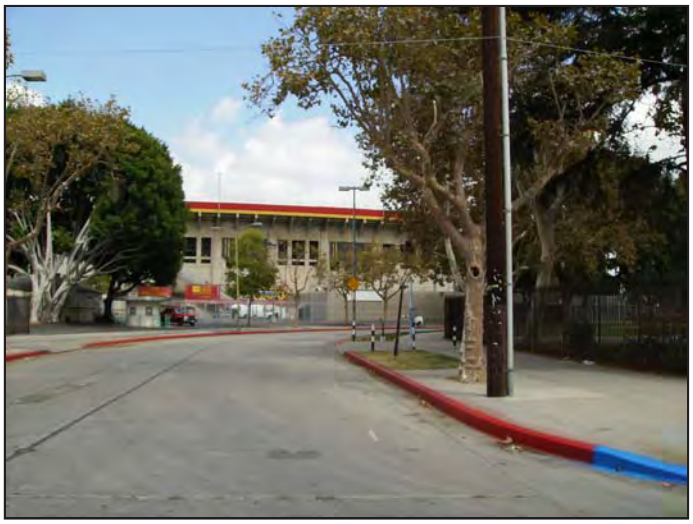
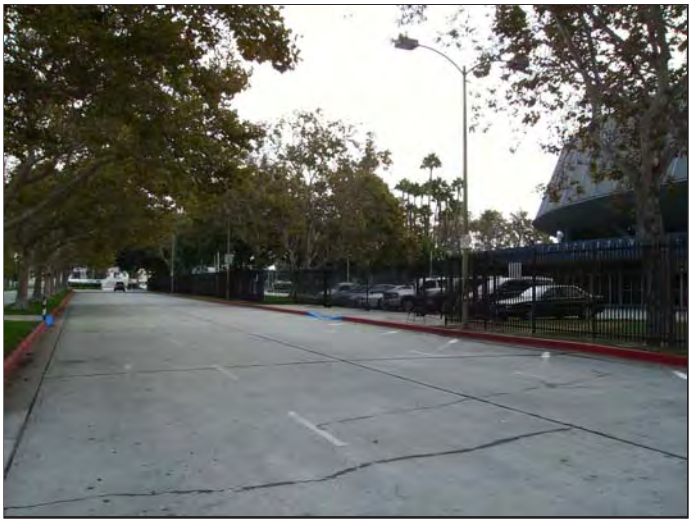


PHOTO LOCATION MAP

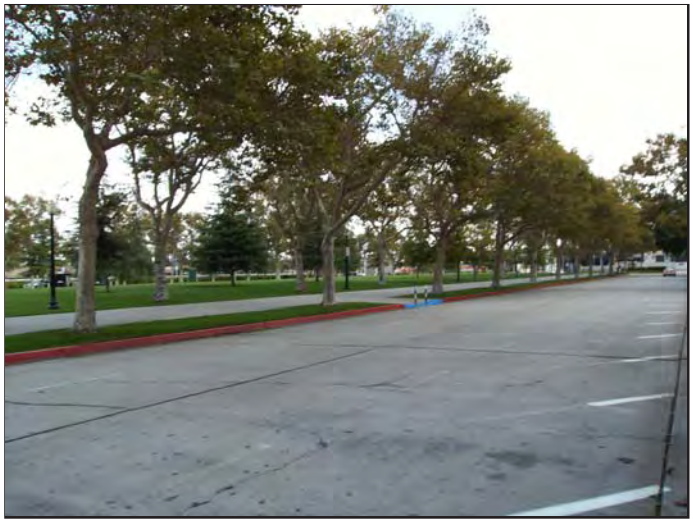
Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.A-1
Views of the Project Site



View 4: View from Coliseum Drive looking east along the northern boundary of the Project Site. The Sports Arena can be seen on the right.



View 5: View from the northern boundary of the Project Site looking northeast. Passive open space and vegetation within Exposition Park can be seen.

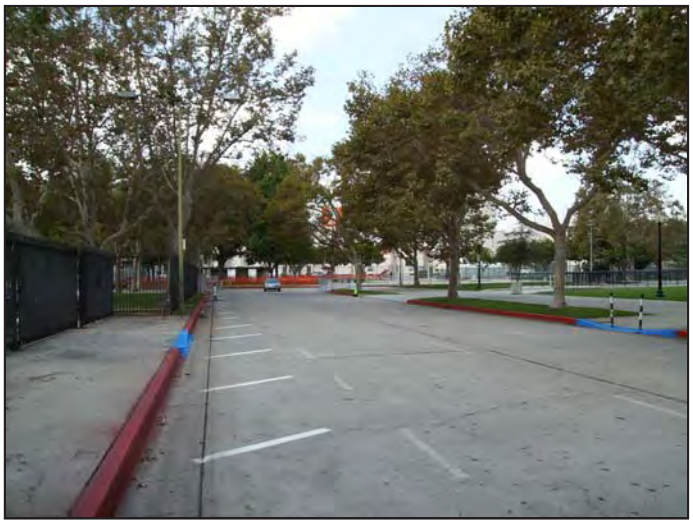
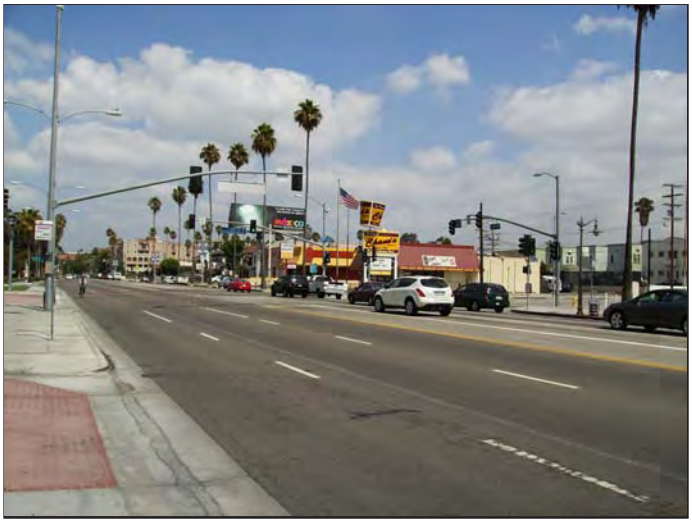


PHOTO LOCATION MAP

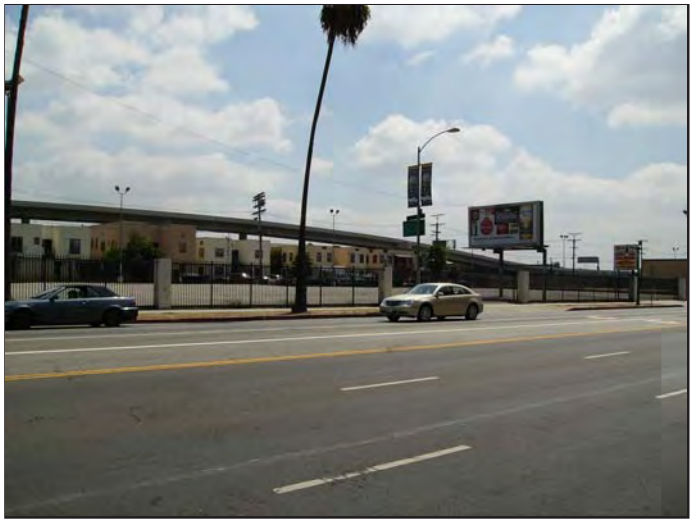
Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

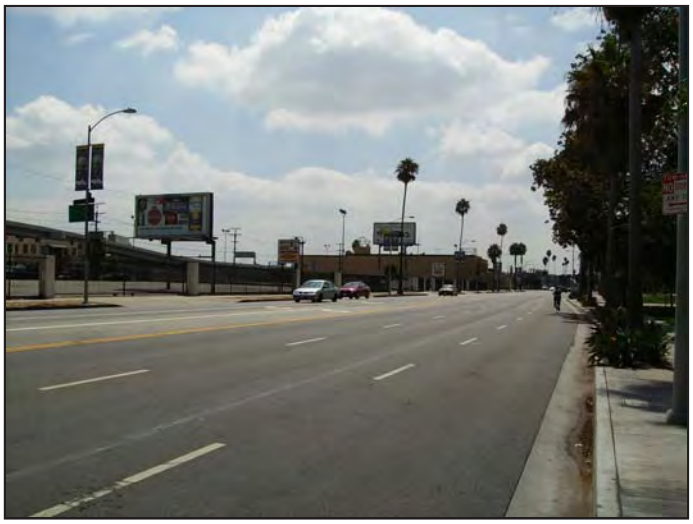
Figure IV.A-2
Views of the Project Site



View 7: View from the northeast corner of the Project Site looking northeast across Figueroa Street. Commercial, retail and residential uses can be seen.



View 8: View from the northeast corner of the Project Site looking east across Figueroa Street. An empty lot, multi-family residences and the 110 Freeway can be seen.



View 9: View from the northeast corner of the Project Site looking southeast along Figueroa Street. A vacant lot and commercial uses can be seen.

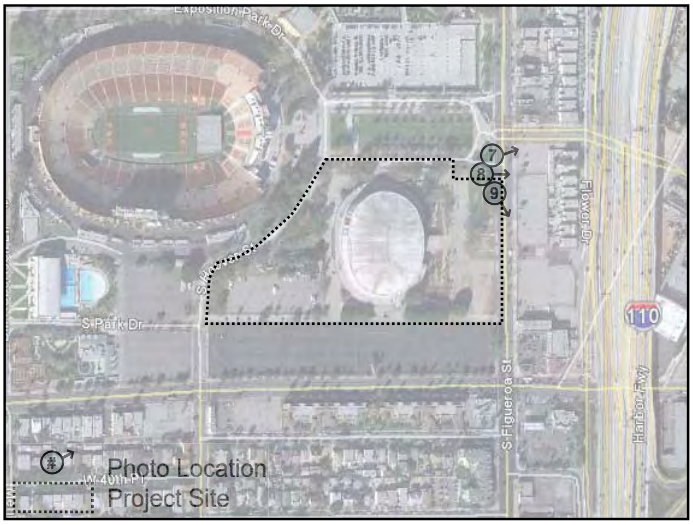


PHOTO LOCATION MAP

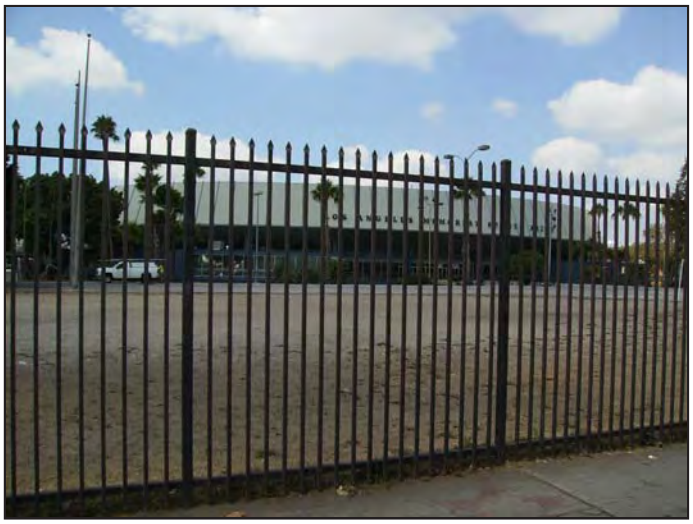
Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.A-3
Views of the Project Site

View 10: View from the southeast corner of the Project Site looking northeast across Figueroa Street. The 110 Freeway and commercial and residential uses can be seen.

View 11: View from the southeast corner of the Project Site looking southeast across Figueroa Street. Multiple retail and commercial uses can be seen.



View 12: View from the southeast corner of the Project Site looking west toward the Sports Arena. The fencing that surrounds the Project Site can be seen in the foreground and the Sports Arena can be seen in the background.

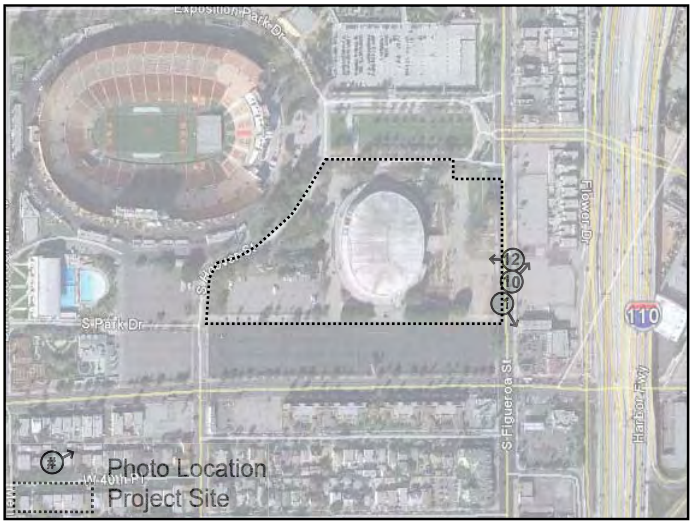
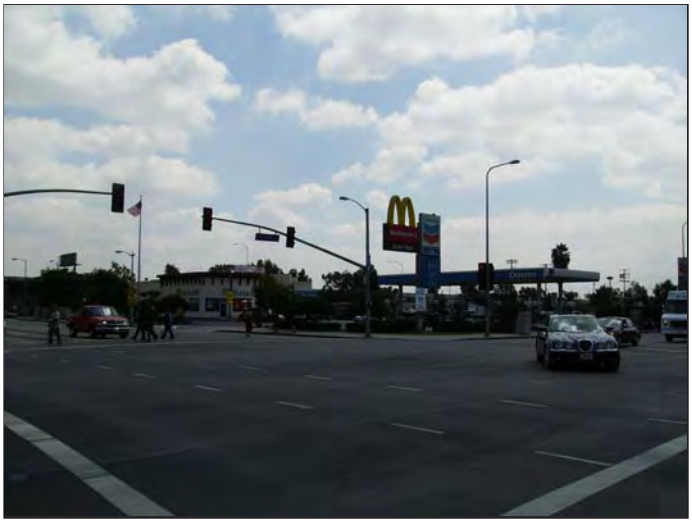


PHOTO LOCATION MAP

Source: PARKER Environmental Consultants, September 2010.

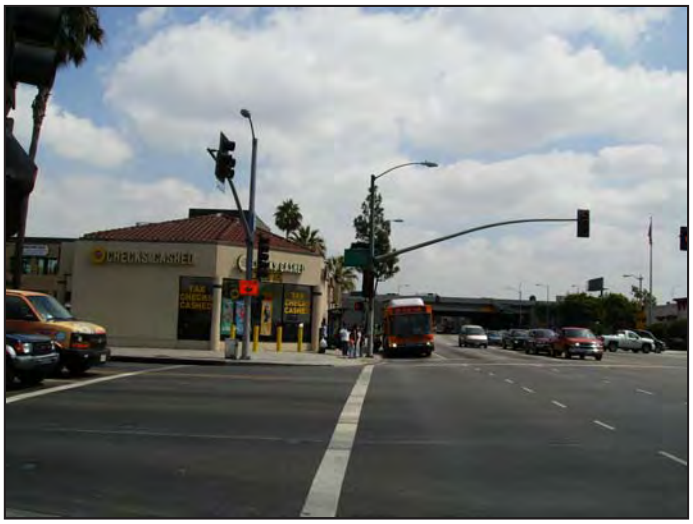
CAJA Environmental Services, LLC

Figure IV.A-4
Views of the Project Site



View 13: View from the corner of the intersection of Figueroa Street and MLK Blvd. looking southeast. A gas station and retail uses can be seen.

View 14: View from the corner of the intersection of Figueroa Street and MLK Blvd. looking south across MLK Blvd. A bank and other retail uses can be seen.



View 15: View from the corner of the intersection of Figueroa Street and MLK Blvd. looking east. Commerical and retail uses are located on the left and the 110 Freeway can be seen in the background.

PHOTO LOCATION MAP

Source: PARKER Environmental Consultants, September 2010.

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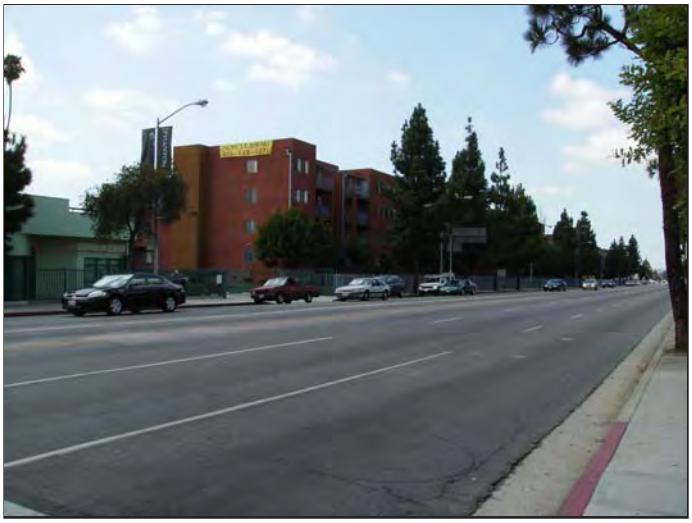
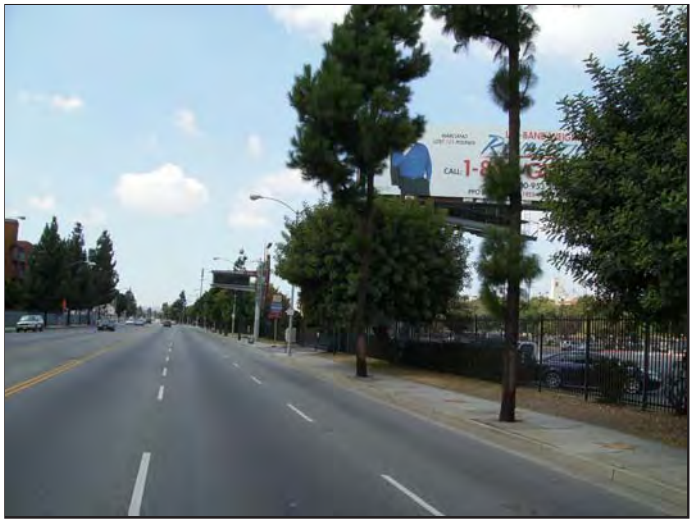
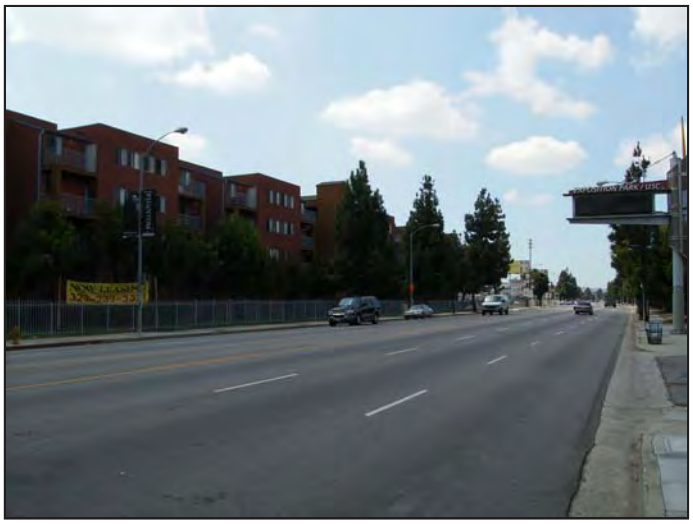
Figure IV.A-5
Views of the Project Site



View 16: View from south of the Project Site looking southwest along MLK Blvd. A 4-story multi-family residential building can be seen across MLK Blvd.



View 17: View from south of the Project Site looking west along MLK Blvd.



View 18: View from south of the Project Site looking west along MLK Blvd. Existing signage and the 4-story multi-family residential building across MLK Blvd. can be seen.

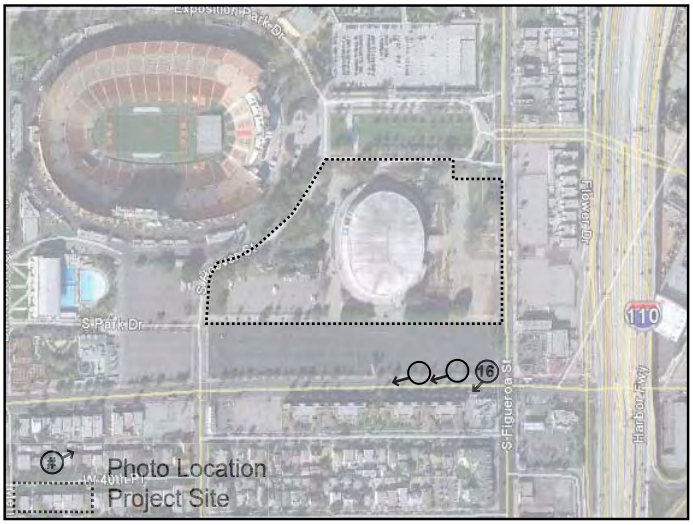
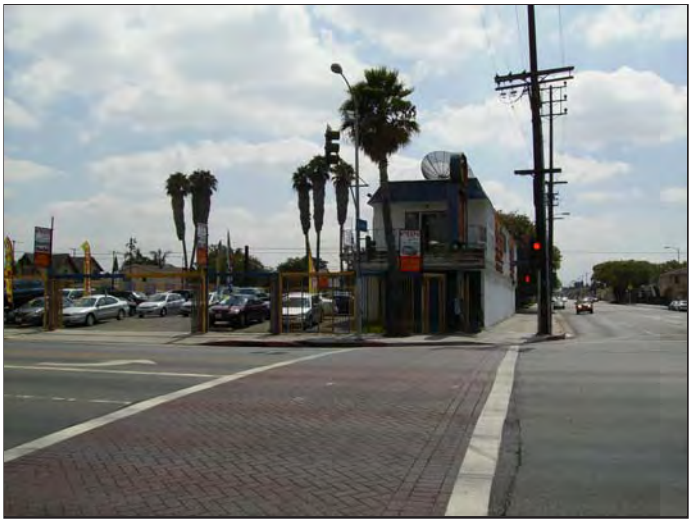


PHOTO LOCATION MAP

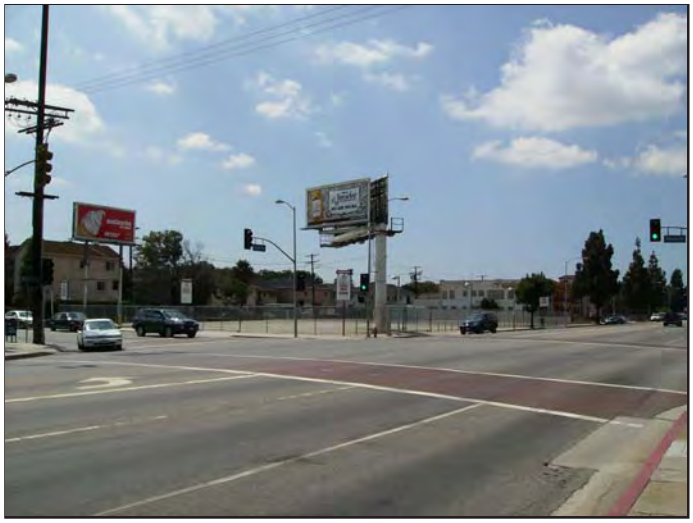
Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.A-6
Views of the Project Site



View 19: View from the intersection of MLK Blvd. and Hoover Street looking at the car sales lot located on the southeast corner of the intersection.



View 20: View from the intersection of MLK Blvd. and Hoover Street looking at the empty lot located on the southwest corner of the intersection.

View 21: View from the intersection of MLK Blvd. and Hoover Street looking east along MLK Blvd.

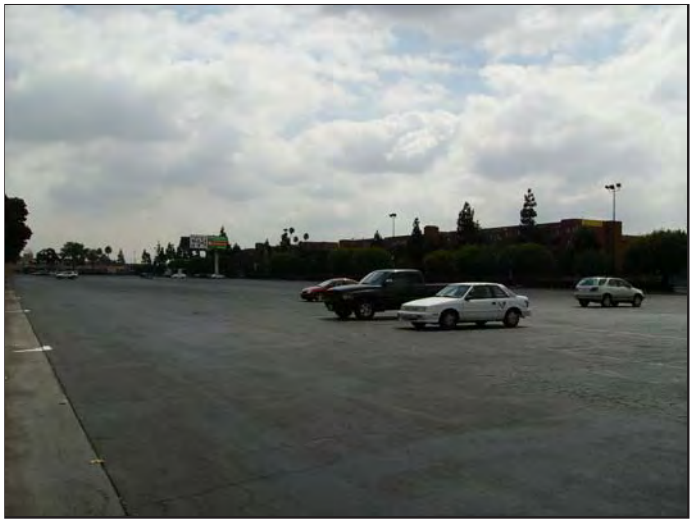
PHOTO LOCATION MAP

Source: PARKER Environmental Consultants, September 2010.

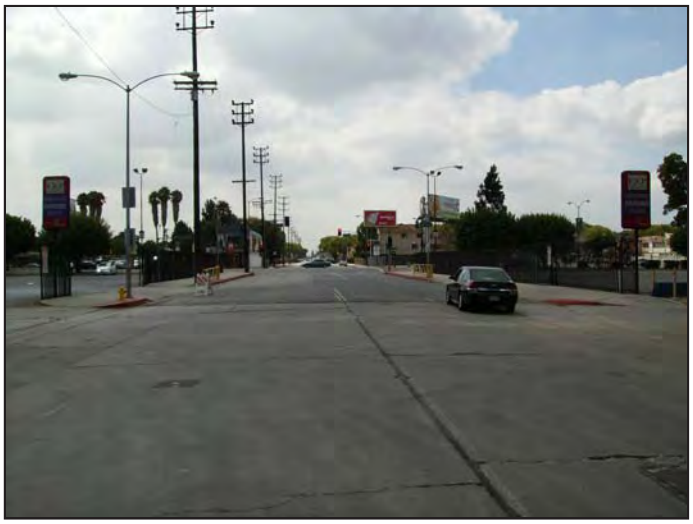
CAJA Environmental Services, LLC

Figure IV.A-7
Views of the Project Site

View 22: View from the southwest corner of Parking Lot 6 located south of the Sports Arena looking northeast. The Sports Arena can be seen in the background.



View 23: View from the western edge of Parking Lot 6 located south of the Sports Arena looking east. The 4-story residential building south of MLK Blvd. can be seen in background.



View 24: View from the southwest corner of the Project Site looking south along Hoover Street toward MLK Blvd.

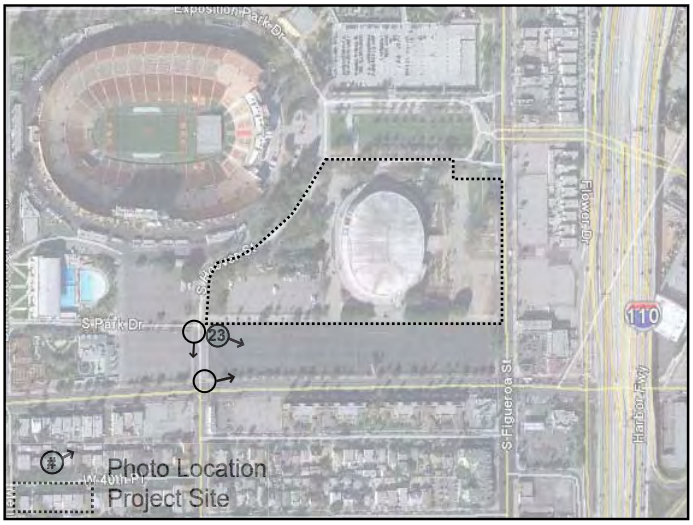


PHOTO LOCATION MAP

Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.A-8
Views of the Project Site

REGULATORY FRAMEWORK

General Plan Framework Element

The City of Los Angeles General Plan Framework Element, adopted in 1996 and re-adopted on August 8, 2001, sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that are to be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The citywide policies of the General Plan Framework Element that are generally relevant to visual character and urban deign are contained in Chapter 5 (Urban Form and Neighborhood Design) and Chapter 6 Open Space and Conservation. While the General Plan Framework Element provides general guidelines for future updates of the City's community plans, specific the goals and policies that more directly apply to specific development projects are those that are contained in the relevant Community and Specific Plans.

South Los Angeles Community Plan

The City of Los Angeles General Plan designation for the Project Site is OS, Open Space. This designation permits parks and community centers under the ownership and operation of a public agency. Chapter V, Urban Design, of the South Los Angeles Community Plan sets forth specific design policies for individual projects and establishes broader community design policies for streetscape improvements and landscaping in public spaces. The design policies for individual projects apply to multi-family housing, commercial and industrial site planning and are not applicable to the Proposed Project. It is the intent of the Urban Design chapter of the Community Plan to establish a set of guidelines that will serve to improve the environment both aesthetically and physically, as opportunities in the South Central Community Plan Area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans. The following improvements are recommended:

Entryway Improvements

1. Provide improvements along principal streets and at the City boundary with adjacent jurisdictions, at major identified intersections and edges which clearly distinguishes these as major entries into the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

2. Establish entry improvements at appropriate locations along major highways and in the following areas: The Exposition Park/University Area, The Vermont/Manchester Area, Vermont Square, Arlington Heights, Jefferson Park, Adams/Normandie, and South Vermont.

3. Establish entry improvements at selected locations on freeway off-ramps within the Plan Area.

4. Create entry improvements as gateway elements to districts; these elements could consist of monument pylons, freestanding banners on poles, banners hung from existing light or marbelite standards or graphic elements hung from or attached to privately owned buildings. These improvements should be located at the intersections described in 2 and 3 above.

Streetscape

1. Provide for a coordinated streetscape design at identified entries to the Plan Area that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts that will set standards and priorities for the selection and installation of, but not limited to, the following: street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street furniture), and public signage.

3. Establish streetscape and landscape standards for all major and secondary corridors and in areas described as community centers and neighborhood districts.

4. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

Street Trees

1. Select species which (a) enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, (b) are drought-and smog-tolerant, and fire-resistant and complement existing street trees.

2. Establish a hierarchy for street trees which shall include:

   a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.

   b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

   c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

3. Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with a Street Tree Master Plan.

Street Furniture

1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian oriented areas.

2. Provide for the use of kiosks or other street furniture.

Street Lighting

1. Install new street lights in commercial districts which are pedestrian-oriented, attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.

2. Establish a consistent street lighting type in areas designated historic, utilizing a light standard that is compatible with the historic commercial theme and coordinated with an overall street furniture and graphics/signage program.

Sidewalks/Paving

1. Re-pave existing sidewalks and crosswalks in principal commercial districts and significant cultural areas such as the Vermont/Manchester area, the Exposition Park area with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.

2. Develop sidewalk "pull-outs" at intersections, where they do not adversely impact traffic flow or safety, by extending the sidewalk to the depth of a parking stall, to accommodate landscaping and street furniture and reduce the width of the crosswalk.

Signage

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.

3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that is enhances designated historic sites and districts.

4. Provide for signage which uniquely identifies principal commercial, cultural or historic areas in the Plan Area including, but not limited to, the Exposition Park area, the Vermont/Manchester area, and the Adams/Normandie area.

Public Open Space and Plazas

1. Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials.

Exposition/University Park Redevelopment Plan

The Project Site is designated for Public Uses by the Redevelopment Plan, consistent with the current and historic use of the Project Site. The Redevelopment Plan contains several goals that are generally applicable to the aesthetic character the Project Site and project vicinity. The applicable goals that relate to aesthetics and urban form are as follows:

- To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Expanded Project Area in accordance with the Plan.

- To make provisions, throughout the Expanded Project Area, for well-planned community uses, facilities, pedestrian and vehicular, circulation, and adequate parking, particularly as these relate to Exposition Park.

- To provide a basis for the location and programming of public service facilities, parks, and recreation facilities.

- To promote compatible development, with consideration to scale, height, material, architectural quality, and site orientation.

Signage Regulations - Coliseum District Specific Plan (CDSP)

In 2006, the Los Angeles Memorial Coliseum Commission and the City of Los Angeles Department of City Planning adopted the Coliseum District Specific Plan Overlay District, which established a conceptual sign program to permit and regulate the size, placement, and general characteristics of on-and off-site signage within the Coliseum District Specific Plan (CDSP). The CDSP proposes five signage zones generally located within the area bounded by Exposition Boulevard on the north, Figueroa Street on the east, Martin Luther King Junior Boulevard on the south and Vermont Avenue on the west, and that

certain area easterly of the 110 (Harbor) Freeway. The Sports Arena Project Site is located within the *Periphery Zone* as designated CDSP Signage Zone designation Map, depicted in Figure IV.A-9 on page IV.A-17. For purposes of providing the full context of the signage regulations that apply to the Project Site, all of the regulations contained in Section 11 of the CDSP are provided below:

The following regulations shall apply to all signs which are subject to this Specific Plan and are erected or maintained within the Specific Plan area.

A. Prohibition. The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with the requirements of this Section, as determined by the Director of Planning.

B. Permitted Signs. All signs listed in this Specific Plan, and all signs listed in LAMC Section 91.6203 which are not otherwise prohibited by this Specific Plan, shall be permitted. A building permit shall be obtained from the Department of Building and Safety in accordance with the provisions of Section 91.6205 of the LAMC for any signs and/or sign alterations, other than changes or replacement of copy, that are regulated by this Specific Plan or Section 91.6201 of the LAMC. Conceptual locations of primary signage are identified on Exhibits 1A and 1. B.

C. Prohibited Signs.

i. No signs shall be attached, affixed or applied to the historic elements of the exterior of the Stadium structure.

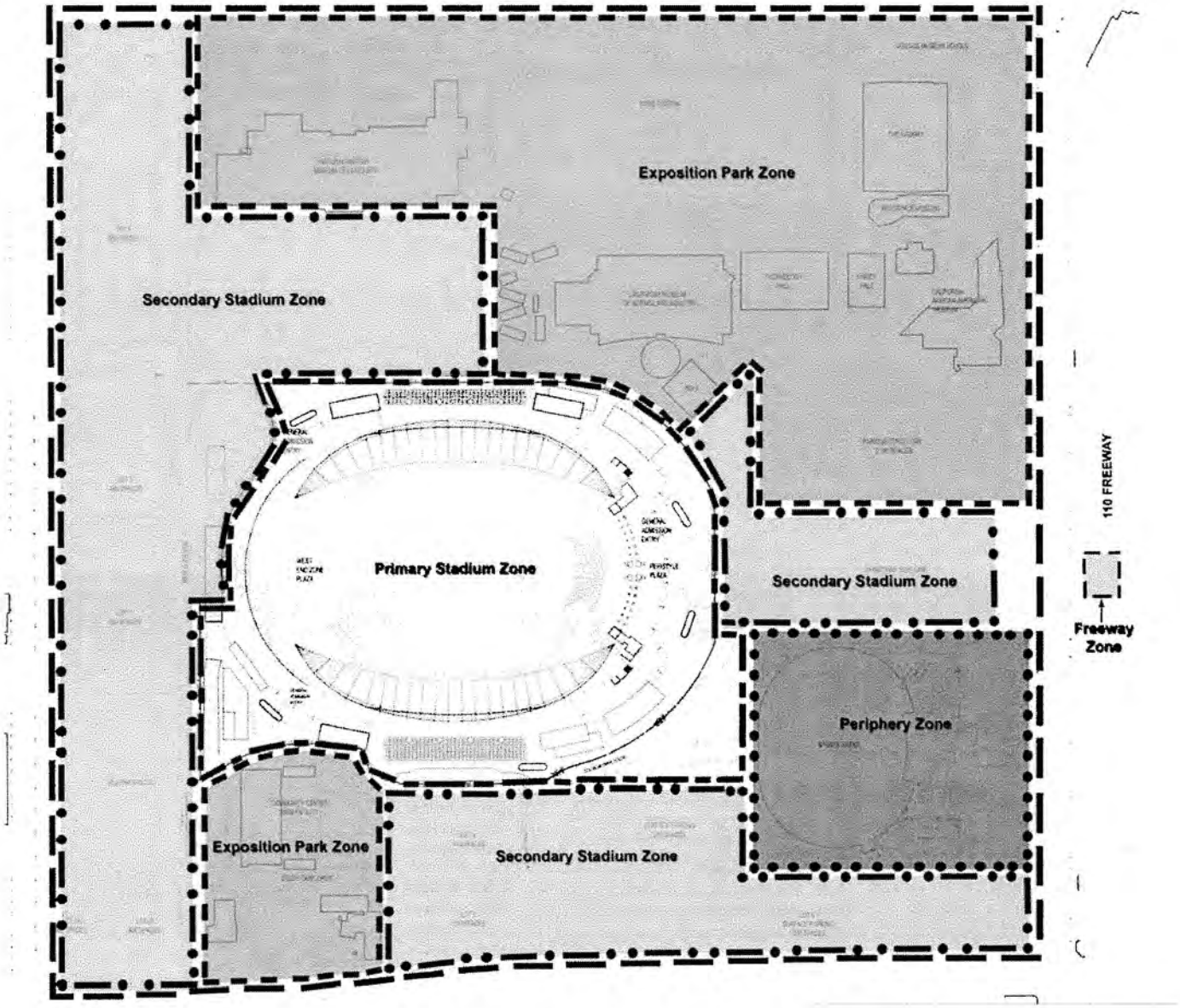
ii. Pole Signs, defined by LAMC.

iii. Roof Signs, defined by LAMC.

iv. Can Signs.

D. Interior Stadium Signs. Signs located within the interior of the Stadium structure, and which are oriented to the interior, shall be permitted and shall not be subject to any limitations of this Ordinance and shall not count as Sign Area, provided, however, the Back of Scoreboard Signs, as defined by this Specific Plan which back areas are primarily viewed from areas outside of the Stadium, shall be subject to this Specific Plan. Interior signs shall only be required to comply with Section 91.6205.1 through 91.6205.5 and 91-6205.7 through 91.6205.10.

E. Peristyle Area Sign Limitations. No permanent signs, other than Banners (Themed) may be placed on the Peristyle, as identified on Map 5 of the CDSP. Projected Image Signs (and other forms of illumination) may be used on the Peristyle. Signs in the Peristyle Plaza and on any



NORTH

NOT TO SCALE

CAJA Environmental Services, LLC

Figure IV.A-9
CDSP Signage Zone Designation Map

permanent or temporary facilities and structures in the Peristyle Plaza shall not substantially block primary viewing of the Peristyle from exterior viewing areas, although incidental obstruction of views from exterior viewing areas shall be permitted. Subject to the limits provided in this Section 11.E, signage within the Peristyle Plaza, as indicated on Map 5 of the CDSP, may include (i) signs on kiosks, carts, restaurants, temporary concession booths and broadcast facilities, (ii) Banner Signs (Themed), (iii) Inflatable Signs, (iv) Projected Image Signs, (v) Temporary Signs (Themed), and (vi) Freestanding iconic elements/statues. In addition, such other signs that are approved by the Director of Planning may be permitted within the Peristyle Plaza.

F. Banner Signs (Themed). Banner Signs shall be used to identify events, facilities, activities or sponsors associated with the NFL, an NFL team, the Stadium, the Stadium Naming Sponsor, Stadium Sponsors or Exposition Park. Such Banner Signs may be erected for an unlimited period of time and may be changed from time to time. A maximum of 25% of the Banner Sign may contain a commercial logo company name and/or other commercial message; provided, however, the Stadium, NFL, NFL Teams and Stadium Naming Sponsor shall not be subject to the 25% limitation.

G. Temporary Signs (Themed). Such signs shall be used to identify events, facilities, activities or sponsors associated with the NFL, an NFL team, the Stadium or Exposition Park including without limitation Stadium Sponsors or Stadium Naming Sponsor. Temporary signs shall not count as sign area.

H. Entry Monument Signs. There shall be a maximum of five such signs. Any corporate logo or other advertising elements shall be limited to 6’ in height, as measured from adjacent grade. The sign may extend an additional 2’ in height for wayfinding purposes. Adjacent grade shall include any earthen berm which is provided as a foundation for the sign.

I. Major Site Signs. Major Site Signs shall be a maximum of 170’ in height, as measured from adjacent grade. Adjacent grade shall include any earthen berm which is provided as a foundation for the sign. A Major Site Sign may be multi-sided. The total sign area for an individual Major Site Sign shall not exceed 8,000 square feet (e.g. a two-sided sign may have 4,000 square feet of sign area on each side). A Major Site Sign may incorporate other types of sign elements permitted by this Specific Plan, including but not limited to Electronic Message Display, Channel Letters, Off-site, On-site and Animated signs. A Major Site Sign shall have a 3:1 vertical to horizontal orientation. Landscaping shall be provided at the base of each Major Site Sign, and a landscaping plan shall be approved by the Director prior to issuance of a permit for each such sign. A Major Site Sign shall be free-standing, mounted to the ground and columns, poles or uprights used as its primary structural support shall be architecturally treated and themed. A Major Site Sign may incorporate a sculptural or themed shape. A total of two Major Site Signs shall be permitted by

this Specific Plan, at those locations indicated on Exhibit 1 (see Figure IV.A-9 of this EIR). The limitations of this Section 11 shall not apply to the Major Site Sign located east of the 110 (Harbor) Freeway, unless such Major Site Sign is substantially remodeled or replaced. Replacement of the video or messaging elements of the 110 Harbor Freeway Major Site Sign with new elements or messaging shall not be considered as remodeling or replacement of the sign.

J. Minor Site Signs. Minor Site Signs shall be a maximum of 30' in height, as measured from adjacent grade. Adjacent grade shall include any earthen berm which is provided as a foundation for the sign. A Minor Site Sign may be multi-sided. The total sign area for an individual Minor Site Sign shall not exceed 900 square feet (e.g. a two-sided sign may have 450 square feet of sign area on each side). A Minor Site Sign may incorporate other types of sign elements permitted by this Specific Plan, including but not limited to Electronic Message Display, Channel Letters, Off-site, On-site and Animated signs. A Minor Site Sign shall have a 3:1 vertical to horizontal orientation. Landscaping shall be provided at the base of each Minor Site Sign, and a landscaping plan shall be approved by the Director prior to issuance of a permit for each such sign. A Minor Site Sign shall be free-standing, mounted to the ground and columns, poles or uprights used as its primary structural support shall be architecturally treated and themed. A Minor Site Sign may incorporate a sculptural or themed shape. A total of four Minor Site Signs shall be permitted by this Specific Plan, at those locations indicated on Exhibit 1.

K. Wayfinding Signs. Wayfinding Signs which have less than 10% of the sign area devoted to a Stadium Sponsor logo or identification shall not count as sign area.

L. Window Signs. Window Signs shall not incorporate any materials which are affixed to the exterior window.

M. Sign Zones. The Coliseum Sign Plan area is divided into five Sign Zones, as shown on Map 4 of the CDSP.

i. Primary Stadium Zone.

1) Permitted Signs. All signs which are permitted by this Specific Plan shall be permitted in the Primary Stadium Zone, except for the following signs which shall be prohibited: Entry Monument, Minor Site Sign.

2) Permitted sign area. The total sign area within the Primary Stadium Zone shall not exceed 96,000 square feet, except that sign area for Upper Rim Signs, Stadium Identity Signs, Back of Scoreboard Signs and Major Site Sign shall not count against the 96,000 square feet limitation. The Upper Rim Signs, Stadium Identity Signs, Back of Scoreboard Signs and Major Site Sign shall be limited as set forth in this Section.

3) Upper Rim Signs. The total sign area for Upper Rim Signs within the Primary Stadium Zone shall not exceed 30,000 square feet. No individual Upper Rim Sign shall exceed 15,000 square feet of sign area.

4) Stadium Identity Signs. The total sign area for Stadium Identity Signs within the Primary Stadium Zone shall not exceed 100,000 square feet. No individual Stadium Identity Sign shall exceed 50,000 square feet of sign area.

5) Back of Scoreboard Signs. The total sign area for Back of Scoreboard Signs within the Primary Stadium Zone shall not exceed 24,000 square feet. No individual Back of Scoreboard Sign shall exceed 6,000 square feet.

6) Major Site Sign. A maximum of one of the two permitted Major Site Signs allowed by this Specific Plan may be located within the Primary Stadium Zone.

7) Maximum Aggregate Sign Area. Notwithstanding the sign area otherwise permitted by Section 11.M.i (2), (3) and (5) above, the aggregate total sign area permitted by Section 11.M.i (2), (3) and (5) shall not exceed 110,000 square feet.

ii. Secondary Stadium Zone.

1) Permitted Signs. All signs which are permitted by this Specific Plan shall be permitted in the Secondary Stadium Zone, except for the following signs which shall be prohibited: Back of Scoreboard, Stadium Identity, Upper Rim,

2) Permitted sign area. The total sign area within the Secondary Stadium Zone shall not exceed 40,000 square feet.

3) Major Site Signs. A maximum of one of the two permitted Major Site Signs allowed by this Specific Plan may be located within the Secondary Stadium Zone.

4) Minor Site Signs. A maximum of three of the four permitted Minor Site Signs allowed by this Specific Plan may be located within the Secondary Stadium Zone.

5) Entry Monument Signs. There shall be a maximum of five Entry Monument Signs within the Secondary Stadium Zone.

iii. Exposition Park Zone

1) Permitted Signs. All signs which are permitted by this Specific Plan shall be permitted in the Exposition Park Zone, except for the following signs which are prohibited:

Architectural Ledge, Awning, Back of Scoreboard, Inflatable, Major Site Sign, Projected Image, Stadium Identity, Upper Rim, Wall.

2) Permitted sign area. The total sign area within the Exposition Park Zone shall not exceed 11,000 square feet.

3) Minor Site Signs. A maximum of one of the four permitted Minor Site Signs allowed by this Specific Plan may be located within the Exposition Park Zone.

iv. Periphery Zone

1) Permitted Signs. All signs which are permitted by this Specific Plan shall be permitted in the Periphery Zone, except for the following signs which shall be prohibited: Awning, Back of Scoreboard, Blade, Electronic Message Display, Entry Monument, Fence Wrap, Major Site, Minor Site, Stadium Identity, Upper Rim, Wall, Window.

2) Permitted sign area. The total sign area within the Periphery Zone shall not exceed 20,000 square feet.

v. Freeway Sign Zone.

1) Permitted Signs. One Major Site Sign shall be permitted within the Freeway Zone.

2) Permitted sign area. The total sign area within the Freeway Sign Zone shall not exceed 8,000 square feet.

L. Illumination. All signs may be illuminated. Signs may be illuminated by either internal or external means. Methods of signage illumination may include, but not be limited to: electric lamps, such as neon tubes; fiber optic; incandescent lamps; cathode ray tubes exposed directly to view; shielded spot lights and wall wash fixtures. All illuminated signs shall be designed or located so as to reduce the impact of direct light sources onto residential uses to the extent reasonably feasible.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

In accordance with the methodology and significance thresholds established by City of Los Angeles L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to

the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;

- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the Proposed Project would contribute to the area's aesthetic value;
- The Proposed Project's consistency with applicable design guidelines and/or regulations.

In addition, an impact to light and glare is considered to be significant if the project would result in a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Project Impacts

Option 1: Multiple Use Space

Under Option 1, Multiple Use Space, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be demolished and the site would be redeveloped with an open-air greenspace with an amphitheater. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena. This would allow Option 1 to take advantage of the existing topography of the Project Site. An approximate 800-square foot (40 feet x 20 feet) concrete pad would be located at the lowest elevation in the center of the amphitheater to serve as the stage and provide support for audio and visual equipment. The stage would be surrounded in a horseshoe configuration by grass-covered seating levels that would be tiered to ensure visibility of the stage from each level. Seating would be provided on the grass (no fixed seats are proposed). The bowl would be surrounded by flagpoles to highlight the celebratory nature of the special events. The remainder of the Project Site would be improved as grass-covered flat surface. See Figure II-3 in Section II, Project Description, for the conceptual rendering of this design.

The Multiple Use Space would provide an open-air, publicly accessible space that requires minimal upkeep and little to no permanent staff. Restroom facilities and permanent concession facilities may be provided. Additionally, in the interest of creating an unenclosed outdoor space, no fencing would be

constructed. Lighting would include stage lighting, which would be directed towards the center of the site and only operated during events, and low-level security lighting around the site's perimeter. Signage would consist of standard identification signage placed at the facility's entrances.

Impacts to Visual Character and Views

The proposed Multiple Use Space Option would contrast sharply with the existing aesthetic and visual character of the existing Project Site. The proposed development under this Option would result in the demolition of the Sports Arena building, which currently dominates the visual character of the southeast quadrant of Exposition Park. The Multiple Use Option would expose views of the Coliseum, museums, and landscaping features within Exposition Park that are currently concealed by the Sports Arena building. Because the proposed amphitheater would be built below grade level and within the topographic depression left behind by the demolition of the Sports Arena, this Option would not create any structural massing or result in the obstruction of existing views. In this regard aesthetic impacts would be less than significant.

Consistency with Applicable Plans and Policies

The Multiple Use Space would be consistent with the goal of the Exposition/University Park Redevelopment Plan to eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Expanded Project Area. The Multiple Use Space Option would redevelop the Sports Arena as an open-air greenspace with a below grade amphitheater built into the slope of the existing depression created by the Sports Arena structure. The Multiple Use space would transform the existing outdated and underutilized Project Site into a modern, state-of-the-art public use facility that is visually and operationally consistent with the grounds and public uses that occupy Exposition Park. The Multiple Use Space Option would also provide for well-planned community uses, facilities, pedestrian and vehicular, circulation, and adequate parking, that are consistent with the surrounding environ within Exposition Park. The Multiple Use Space Option would promote compatible development, with consideration to scale, height, material, architectural quality, and site orientation. The location of the amphitheater space would be within the existing footprint of the Sports Arena Site and would be visually concealed by topography and landscaping thus avoiding any structural massing altogether. The Project Site would reflect an open grass and park-like setting with walkways and garden areas. Thus, the Multiple Use Space Option would be consistent with the goals and objectives of the Redevelopment Plan as it pertains to aesthetics and impacts would be less than significant.

Signage

A detailed signage program has not been developed for the Multiple Use Space Option at this time. However, in the absence of any specific programmatic goals for signage it is assumed that the Multiple Use Space Option would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan as it

pertains to signage, and the overriding rules and regulations set forth in the Coliseum Signage Overlay District. As such, aesthetic impacts related to signage would be less than significant.

Light and Glare

Environmental impacts to the adjacent residential properties to the south of Martin Luther King, Jr. may result due to excessive illumination on the project site. The Multiple Use Space will include permanent lighting fixtures to illuminate landscaped areas, way-finding and directional signage, and pedestrian pathways for safety and security purposes. The lighting plan would consist of low-level directional lighting fixtures to minimize light trespass to off-site properties. The Multiple Use Space Option would also employ portable event lighting that would be brought in and set up on an event-by-event basis to illuminate the amphitheater stage and surrounding areas. Due to the fact that the amphitheater stage will be set below grade, and the stage lighting will be directed downward towards the stage, event lighting it is not anticipated to result in any light trespass to off site properties. Mitigation Measure A-1 is recommended to ensure lighting impacts from both permanent and portable lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant.

The Multiple Use Space Option would not include the construction of any structural elements that would create reflective glare impacts. No impacts would occur and no mitigation measures are required.

Option 2: MLS Stadium

Under Option 2, MLS Stadium, the existing Sports Arena would be removed and the site would be redeveloped with a MLS Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 22,000. The proposed outdoor soccer stadium would occupy the existing footprint of the Sports Arena building, which is set below grade level. Thus, the field and most of the seating would be situated below-ground, reducing the height and perceived mass of the venue when viewed from grade level. Illustrative renderings of the proposed MLS Stadium Oprion are depicted in Section II, Project Description (See Figures II-4 and II-5).

Architecturally, the stadium would resemble other comparable venues in the nation, such as the Home Depot Center in the City of Carson, home to both the Los Angeles Galaxy and Chivas USA of Major League Soccer. It would feature dome-style geometry typical of stadium architecture, partially topped by a curved canvas tensile canopy on its west and east sides. The lighting to be used for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Similar to existing conditions, low level security lighting would also be installed throughout the remainder of the site to mark walkways, parking areas, restroom facilities, and entrances.

Impacts to Visual Character and Views

The development of the MLS Stadium Option would result in a notable change to the existing character of the project site, as the Sports Arena building would be demolished and replaced with a new modern open roof stadium complex. The proposed soccer stadium, while architecturally different than the existing Sports Arena, would occupy approximately the same general height, mass and orientation as the existing Sports Arena. Architecturally, the stadium would be designed to complement the existing public use structures within Exposition Park and would generally improve the visual character in the project area. Perimeter landscaping and pedestrian plaza areas would be improved around the stadium fronting Figueroa Street. Views from residential and commercial uses in the outlying vicinity would not be adversely affected since the proposed stadium structure would occupy the same general field of view as the current Sports Arena building. Accordingly, as the visual character and views in the vicinity of the Project Site would be improved compared to existing conditions, impacts would be considered less than significant.

Signage

A detailed signage program has not been developed for the MLS Stadium Option at this time. However, in the absence of any specific programmatic goals for signage it is assumed that the MLS Stadium would include advertising signage and naming rights that is consistent with similar sporting venues in the Los Angeles area. The proposed signage program will, however, be in conformance all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, and the overriding rules and regulations set forth in the Coliseum Signage Overlay District. As such, aesthetic impacts related to signage would be less than significant.

Light & Glare

Under the MLS Stadium Option, exterior stadium lights are proposed which could result in light spillage onto adjacent properties and land uses. In is anticipated that the lighting plan would be designed in a manner that limits spillover and light pollution to the maximum extent feasible. However, as compared to the existing indoor facility, nighttime events and games held at the stadium would generate a high degree of artificial lighting in the night sky. This lighting system would employ directional lighting fixtures to illuminate the field level. In addition, similar to existing conditions at the Project Site, this Option would include pole-mounted lighting for parking lot areas, pedestrian walkways, and security lighting for pedestrian plaza areas. Mitigation Measure A-1 is recommended to ensure lighting impacts from exterior and field lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant.

The MLS Stadium Option would include the construction of a new modern MLS Stadium. While the exact architectural details of the structure have not been developed, the potential exists to utilize architectural features and materials that generate a high degree of reflectivity. Architectural materials that

have a high reflectivity values have the potential to adversely affect views within the project area, and could generate heat gain by reflecting the sun's rays. Land uses that could be potentially impacted by glare and light trespass would be predominantly the residential and commercial uses to the east across Figueroa Street and to the south across Martin Luther King Jr. Boulevard. In addition, glare cast on to the adjacent roadways of Figueroa Street and Martin Luther King, Jr., could adversely affect driver safety. Therefore, Mitigation Measures A-2 is recommended to mitigate this potential impact to a less than significant level.

MITIGATION MEASURES

The following mitigation measures are recommended to mitigate the project's impacts upon aesthetics to a less than significant level:

MM A-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

MM A-2 The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to aesthetics would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. AIR QUALITY

INTRODUCTION

This section examines the degree to which the Proposed Project may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, as well as long-term effects related to the ongoing operation of the Proposed Project are discussed in this section. The analysis contained herein focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The potential for the Proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are also discussed. Furthermore, the impacts associated with greenhouse gas emissions generated by the Proposed Project during its construction and operation are also examined. Documents used in the preparation of this section include the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* and the 2007 Air Quality Management Plan (AQMP), as amended, as well as federal and State regulations and guidelines.

ENVIRONMENTAL SETTING

The project site is located within the South Coast Air Basin (Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. This Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air Pollutants

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an

identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generates heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, that have been adopted for them. The national and State standards have been set at levels considered safe to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The criteria air pollutants that are most relevant to current air quality planning and regulation in the Basin include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, toxic air contaminants (TACs) and greenhouse gas (GHG) emissions are of a concern in the Basin. The characteristics of each of these pollutants are briefly described below.

- *O_3* is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

- *CO* is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

- *PM_{10}* and *$PM_{2.5}$* consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and

windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

- *NO_2* is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

- *SO_2* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

- *Pb* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the Basin. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles such as racecars. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

- *TACs* refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxins and their effects on health tend to be felt on a local scale rather than on a regional basis.

Health Effects of Criteria Pollutants

The health effects of the criteria pollutants (i.e., O_3, CO, PM_{10} and $PM_{2.5}$, NO_2, SO_2, and Pb) and TACs are described below.[1] In addition, a list of the harmful effects of each criteria pollutant is provided in Table IV.B-1, Summary of Health Effects of Criteria Pollutants.

Table IV.B-1
Summary of Health Effects of Criteria Pollutants

Pollutants	Primary Health and Welfare Effects
Ozone (O_3)	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
Carbon Monoxide (CO)	• Aggravation of some heart disease (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
Fine Particulate Matter (PM_{10} and $PM_{2.5}$)	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
Nitrogen Dioxide (NO_2)	• Aggravation of respiratory illness
Sulfur Dioxide (SO_2)	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Lead (Pb)	• Behavioral and hearing disabilities in children • Nervous system impairment
Source: SCAQMD, Guidance Document for Air Quality Issues in General Plans and Local Planning, 2005.	

Ozone

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone

[1] *The descriptions of the health effects of the criteria pollutants are taken from Appendix C (Health Effects of Ambient Air Pollutants) of SCAQMD's "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning" document.*

levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the above mentioned observed responses. Animal studies suggest that exposures to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults

with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Sulfur Dioxide

A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Sulfates

Most of the health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10-30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the California Air Resources Board (ARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the ARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The United States Environmental Protection Agency (U.S. EPA) has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter substantially. As of June 1, 2006, refiners and importers nationwide have been required by the U.S. EPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce or import would be ULSD-compliant. By December 10, 2010, only ULSD fuel will be available for highway use nationwide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California have been ULSD fuel.

Existing Conditions

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. The most current average daily emissions inventory for the entire Basin and the Los Angeles County portion of the Basin is summarized in Table IV.B-2, 2008 Estimated Average Daily Regional Emissions.[2] As shown, exhaust emissions from mobile sources generate the majority of ROG, CO, NO_x, and SO_x in the Basin and the Los Angeles County portion of the Basin. Area-wide sources generate the most airborne particulates (i.e., PM_{10} and $PM_{2.5}$) in both the Basin and Los Angeles County.

[2] *The estimated annual average emissions for 2008 are the most recent data provided by the ARB.*

Table IV.B-2
2008 Estimated Average Daily Regional Emissions

Emissions Source	Emissions in Tons per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
South Coast Air Basin						
Stationary (Point) Sources	107.0	56.0	48.1	16.1	24.0	15.4
Area-wide Sources	142.6	25.8	111.3	0.9	214.9	52.1
Mobile Sources	361.6	738.2	3,090.0	21.0	43.4	34.4
Natural (non-anthropogenic) Sources	86.5	5.0	164.2	1.5	16.6	14.1
Total Emissions	697.7	825.0	3,413.6	39.5	298.9	116.0
Los Angeles County – South Coast Air Basin						
Stationary (Point) Sources	67.3	39.1	36.5	14.5	24.7	12.3
Area-wide Sources	86.9	15.9	50.8	0.4	134.9	30.5
Mobile Sources	219.7	504.3	1,870.8	33.1	29.4	23.9
Natural (non-anthropogenic) Sources	40.5	1.9	65.0	0.6	6.6	5.6
Total Emissions	414.4	561.2	2,023.1	48.6	195.6	72.3

Sources: California Air Resources Board, 2009 Almanac Emission Projection Data, website: http://www.arb.ca.gov/ei/emissiondata.htm, September 2010.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The U.S. EPA and the ARB use different standards for determining whether the Basin is in attainment. Federal and State standards are summarized in Table IV.B-3, Ambient Air Quality Standards. The attainment status for the Los Angeles County portion of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) is shown in Table IV.B-4, Attainment Status for the South Coast Air Basin (Los Angeles County Portion).

Table IV.B-3
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O_3)	1 Hour	0.09 ppm	--
	8 Hour	0.07 ppm	0.075 ppm
Carbon Monoxide (CO)	1 Hour	20.0 ppm	35.0 ppm
	8 Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	0.100 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	--
	24 Hour	0.04 ppm	0.14 ppm
Particulate Matter 10 (PM_{10})	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter 2.5 ($PM_{2.5}$)	24 Hour	--	35 $\mu g/m^3$

Note: The Pb standard is not listed because of the phase-out of leaded gasoline.
Source: California Air Resources Board, Ambient Air Quality Standards,
Website: http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, September 2010.

Table IV.B-4
Attainment Status for the South Coast Air Basin (Los Angeles County Portion)

Pollutant	Attainment Status	
	NAAQS	CAAQS
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Non-attainment
Ozone	Extreme Non-attainment	Non-attainment
PM_{10}	Serious Non-Attainment	Non-attainment
$PM_{2.5}$	Non-Attainment	Non-attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment

Source: California Air Resources Board: State Area Designation Maps, website: http: www.arb.ca.gov/desig/adm/adm.htm, September 2010.

Existing Local Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The project site is located in

the City of Los Angeles and is located within SRA 1, which covers the Central Los Angeles County area.[3] Currently, SCAQMD Station No. 087 collects ambient air quality data for SRA 1. This station currently monitors emission levels of O_3, CO, NO_2, SO_2, and PM_{10}. Table IV.B-5, Summary of Ambient Air Quality in the Proposed Project Vicinity, identifies the national and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the SCAQMD Station No. 087 between 2006 and 2008.[4]

Existing Air Pollutant Emissions in Project Vicinity

Air pollutant emissions are generated in the local vicinity of the project site by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. Overall, motor vehicles are the primary source of pollutants in the project site vicinity. A key characteristic of the Sports Arena is that it generates vehicle trips and high levels of traffic congestion for short periods on event days only. The attendance level and associated vehicle trips generated by specific events vary significantly. In the past five years, the Sports Arena held, on average, 69 events a year. Of the 69 events, 60 had an attendance of less than 10,000 people, six events had an attendance between 10,000 to 20,000 people, and three events had an attendance of more than 20,000 people.

Sensitive Receptors

The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential land uses are considered to be sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. For purposes of this air quality analysis, identified sensitive receptors near the Project Site include:

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[3] *SCAQMD, website: http://www.aqmd.gov/map/MapAQMD2.pdf, September 2010.*

[4] *The most current air quality data available pertaining to ambient pollutant concentrations over a three-year period provided by the SCAQMD is from 2006 to 2008.*

Table IV.B-5
Summary of Ambient Air Quality in the Proposed Project Vicinity

Air Pollutants Monitored Within SRA 1—Central Los Angeles County Area	Year		
	2006	2007	2008
Ozone (O_3)			
Maximum 1-hour concentration measured	0.11 ppm	0.115 ppm	0.109 ppm
Number of days exceeding national 0.12 ppm 1-hour standard	0	0	0
Number of days exceeding State 0.09 ppm 1-hour standard	8	3	3
Maximum 8-hour concentration measured	0.079 ppm	0.102 ppm	0.090 ppm
Number of days exceeding national 0.075 ppm 8-hour standard [a]	n/a	3	3
Number of days exceeding State 0.07 ppm 8-hour standard	4	6	7
Respirable Particulate Matter (PM_{10})			
Maximum 24-hour concentration measured	59.0 µg/m^3	78.0 µg/m^3	66.0 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0
Number of days exceeding State 50 µg/m^3 24-hour standard	3	5	2
Annual Arithmetic Mean (AAM)	30.3 µg/m^3	33.3 µg/m^3	30.9 µg/m^3
Does measured AAM exceed State 20 µg/m^3 AAM standard? [b]	Yes	Yes	Yes
Carbon Monoxide (CO)			
Maximum 1-hour concentration measured	3.0 ppm	3.0 ppm	3.0 ppm
Days exceeding national 35.0 ppm 1-hour standard	n/a	n/a	n/a
Days exceeding State 20.0 ppm 1-hour standard	n/a	n/a	n/a
Maximum 8-hour concentration measured	2.6 ppm	2.2 ppm	2.1 ppm
Number of days exceeding national 9.0 ppm 8-hour standard	n/a	n/a	n/a
Number of days exceeding State 9.0 ppm 8-hour standard	n/a	n/a	n/a
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	0.11 ppm	0.10 ppm	0.12 ppm
Number of days exceeding State 0.18 ppm 1-hour standard	n/a	n/a	n/a
Annual average	0.0288 ppm	0.0299 ppm	0.0275 ppm
Does measured annual average exceed national 0.0534 ppm annual average standard?	No	No	No
Does measured annual average exceed State 0.030 ppm annual average standard?	No	No	No
Sulfur Dioxide (SO_2)			
Maximum 24-hour concentration measured	0.006 ppm	0.003 ppm	0.002 ppm
Number of days exceeding national 0.14 ppm 24-hour standard	n/a	n/a	n/a
Number of days exceeding state 0.04 ppm 24-hour standard	n/a	n/a	n/a

Notes: ppm = parts by volume per million of air.
µg/m^3=micrograms per cubic meter.
n/a = data not available or not collected by the District.

[a] *The national 8-hour standard for Ozone was 0.08 ppm for the year 2006 which was not exceeded.*

[b] *The national 50 µg/m^3 AAM standard for PM_{10} was revoked on December 17, 2006.*

Source: State of California, Air Resources Board, Historical Data by Year, website: http://www.aqmd.gov/smog/historicaldata.htm, September 2010.

- Passive recreational and open space areas in Exposition Park north and west of the Sports Arena;
- Los Angeles County and State Museums in Exposition Park;
- Residential uses located on the east side of Figueroa Street; and
- Residential uses located on the south side of Martin Luther King Jr. Boulevard between Figueroa Street and Menlo Avenue.

Regulatory Framework

Air quality in the United States is governed by the Federal Clean Air Act (CAA). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by the ARB at the State level and by the Air Quality Management Districts at the regional and local levels.

Air quality within the Basin is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal

U.S. EPA

The U.S. EPA is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

State

ARB

The ARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Off-Road Diesel Engines

Off-road diesel vehicles, which include construction equipment, are also regulated by the ARB for both in-use (existing) and new engines. There have been four sets of standards implemented by the ARB for new off-road diesel engines, known as Tiers. Tier 1 standards began in 1996. Tier 2 and 3 were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. On December 9, 2004, the ARB adopted the Tier 4 or fourth phase of emission standards for late model year engines. These emission standards are nearly identical to those finalized by the US EPA in May 2004. These standards will decrease PM and NO_X emissions 90 percent below current levels beginning in 2011.

Since off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. As such, the ARB approved, on July 26, 2007, a regulation to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation was approved by the California Office of Administrative Law (OAL) on May 16, 2008 and it became effective on June 15, 2008. This regulation includes an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. The regulation also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. The regulation will take affect on the larger fleets first with average compliance dates in 2010 while medium and small fleet requirements will achieve compliance in 2013 and 2015, respectively. This regulation also includes the Surplus Off-Road Opt-in for NO_x (SOON) program. The local air districts may opt into the SOON program to reduce NO_x emissions beyond what is required by the regulation. SCAQMD adopted Rule 2449 at its May 2, 2008 board meeting, which would implement the SOON program. Opting into this program is anticipated to achieve a 12 ton per day reduction in NO_x by 2014.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy and community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's Regional Comprehensive Plan and Guide (RCPG) provides growth forecasts that are used in the development of air quality-related land use and transportation control strategies by the SCAQMD. The RCPG is a framework for decision-making for local governments, assisting them in meeting federal and State mandates for growth management, mobility, and environmental standards, while maintaining consistency with regional goals regarding growth and changes through the year 2015, and beyond. Policies within the RCPG include consideration of air quality, land use, transportation, and economic relationships by all levels of government.

SCAQMD

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and provides regulatory enforcement through such measures as educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2007 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. As discussed on

pages 2 through 6 of the 2007 AQMP, level of ambient pollutants monitored in the Basin have decreased substantially since 1985.

The future air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by SCAG in its most current version of the RCPG, which was adopted in March 1996. The 2007 AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

The 2007 AQMP incorporates new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling. General development projects would be affected in the form of any applicable rules and regulations – if any – that are adopted as a result of the 2007 AQMP.

Although the SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the Basin. Instead, the SCAQMD has prepared the *CEQA Air Quality Handbook* to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin.

Local

City of Los Angeles

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Los Angeles is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

The Air Quality Element of the City of Los Angeles General Plan was adopted on November 24, 1992 and sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of state and federal air quality standards.

The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and clean air goals. Mutually reinforcing strategies need to be developed which work to reduce the use of single occupant vehicles and which work to reduce vehicle trips and vehicle miles traveled.

The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City utilizes the *CEQA Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

ENVIRONMENTAL IMPACTS

Methodology

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Proposed Project. Air pollutant emissions associated with the Proposed Project would result from Project operations and from Project-related traffic volumes. Construction activities would also generate air pollutant emissions at the project site and on roadways resulting from construction-related traffic. The net increase in project site emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to thresholds of significance recommended by the SCAQMD (see Project Impacts subheading, below).

Construction Emissions

The regional construction emissions associated with the Proposed Project were calculated using the URBEMIS 2007 computer model developed for the ARB by estimating the types and number of pieces of equipment that would be used to grade and excavate the project site and construct the proposed development. These construction emissions were analyzed according to the regional thresholds established by the SCAQMD and published in the CEQA *Air Quality Handbook*. The construction activities associated with the Proposed Project would cause diesel emissions, and would generate emissions of dust. Construction equipment within the project site that would generate criteria air pollutants could include graders, backhoes, loaders, dump trucks, etc. Some of this equipment would be used during grading activities as well as when structures are constructed on the project site. It was assumed that all of the construction equipment used would be diesel-powered.

In addition to SCAQMD's regional significance thresholds, the SCAQMD has also developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[5] are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. For the purposes of this analysis, the LSTs in the mass rate look-up tables are used to determine whether construction activities associated with the Proposed Project may potentially result in localized air quality impacts.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. In terms of NO_x emissions, the two principal species of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2), with the vast majority (95 percent) of the NO_x emissions being comprised of NO. However, because adverse health effects are associated with NO_2, not NO, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels. NO is converted to NO_2 by several processes, the two most important of these are (1) the reaction of NO with ozone, and (2) the photochemical reaction of NO with hydrocarbons. When modeling NO_2 emissions from combustion sources, the SCAQMD assumes that the conversion of NO to NO_2 is complete at a distance of 5,000 meters from the source. For PM_{10} LSTs, the thresholds were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$ LSTs, the thresholds were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

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[5] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

The SCAQMD has developed five sample construction scenarios, one-acre, two-acre, three-acre, four-acre, and five-acre in size, where construction impacts do not exceed the most stringent LSTs. The sample scenarios were designed to be used as models or templates for analyzing construction air quality impacts by projects of similar size.

The Project Site is approximately 15 acres in size. For purposes of this analysis, the construction areas and phasing have been divided into three, approximate five-acre subareas referred to as Subarea 1 (containing the Sports Arena structure), Subarea 2 (containing the VIP Parking Lot, walkways and open space west of the Sports Arena), and Subarea 3 (containing additional parking, walkways and open space east of the Sports Arena structure). See Figure IV.B-1, Proposed Construction Subareas, for an illustration of these areas. At any given time during the construction process, no more than five acres of land would be disturbed. Accordingly, the five-acre sample construction scenario was used as a template to analyze the significance of the construction emissions generated by the Proposed Project on each subarea. In conducting the analysis, the parameters of the five-acre sample construction scenario were slightly modified such that they would apply to the Project-specific characteristics of the Proposed Project. The parameters that have been modified in the five-acre sample construction scenario for the Proposed Project analysis include the number of pieces of equipment, the construction schedule, the square footage of the proposed structures, and the amount of dirt that would be handled at the project site. The resulting construction emissions generated were then analyzed against the applicable LSTs for a five-acre site that are found in the SCAQMD's mass rate look-up tables.

It should be noted that the SCAQMD considers a sensitive receptor to be a receptor where it is possible that an individual could remain for 24 hours. Thus, according to the SCAQMD, the LSTs for PM_{10} and $PM_{2.5}$, which are based on a 24-hour averaging period, would be appropriate to evaluate the localized air quality impacts of a project on nearby sensitive receptors. Additionally, since a sensitive receptor is considered to be present on site for 24 hours, LSTs based on shorter averaging times, such as the one-hour NO_2 or the 1-hour and 8-hour CO ambient air quality standards, would also apply when evaluating localized air quality impacts on sensitive receptors. However, LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, are applied to receptors such as industrial or commercial facilities since it is reasonable to assume that workers at these sites could be present for periods of one to eight hours.[6] Therefore, this analysis evaluates localized air quality impacts from construction activities associated with the Proposed Project on sensitive receptors for NO_2, CO, PM_{10}, and $PM_{2.5}$, and on "non-sensitive" receptors (e.g., industrial or commercial facilities) for NO_2 and CO.

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[6] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

Source: Google Earth, 2010; PARKER Environmental Consultants September 2010.

CAJA Environmental Services, LLC

Figure IV.B-1
Proposed Construction Subareas

Operational Emissions

Operational emissions comprise mobile source emissions and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of the Proposed Project. Area source emissions are generated by natural gas consumption for space and water heating, and landscape maintenance equipment. To determine if a regional air quality impact would occur, the Project's approximate emission levels would be compared against the existing conditions and operation of the Project Site.

Thresholds of Significance

L.A. CEQA Thresholds Guide

For air quality, the City has not adopted specific citywide significance thresholds but instead relies on regional significance thresholds identified by the SCAQMD in its CEQA *Air Quality Handbook* (SCAQMD CEQA Handbook), as revised in November 1993 and approved by the SCAQMD's Board of Directors. Thus, construction and operational emissions associated with the proposed project would be significant if emissions exceed the SCAQMD regional or localized significance thresholds.

Regional Mass Daily Emissions

The SCAQMD's regional emission thresholds apply to all federally regulated air pollutants except lead, which is not exceeded in the Basin. Table IV.B-6, SCAQMD's Regional Emission Thresholds of Significance, shows the thresholds of significance published by the SCAQMD for construction and operational emissions that apply to development projects.

Table IV.B-6
SCAQMD's Regional Emission Thresholds of Significance

Pollutant	Construction	Operation
	pounds/day	pounds/day
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter (PM2.5)	55	55
Nitrogen Oxides (NO_x)	100	55
Reactive Organic Gases (ROG)	75	55

Source: SCAQMD CEQA Air Quality Handbook, 1993, website: http://aqmd.gov/ceqa/handbook/signthres.doc, December 14, 2009.

The SCAQMD also recommends that any construction-related and operational emissions from individual development projects that exceed the construction and operational thresholds, shown in Table IV.B-6, to be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the combined emissions generated by a set of cumulative development projects.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

Localized Pollutant Concentrations

The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of NO_2, CO, PM_{10}, or $PM_{2.5}$ at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors located near congested intersections to exceed the national or State ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development.

As discussed previously, the SCAQMD's LSTs are only applicable to the following criteria pollutants: NO_x (in the form of NO_2), CO, PM_{10}, and $PM_{2.5}$. In addition, based on the size of the project site (i.e., approximately five acres), the five-acre sample construction scenario developed by the SCAQMD is used as a screening tool to analyze the significance of the emissions generated by the Proposed Project. As such, construction and operational emissions associated with the Proposed Project, which is located within SRA 1, would be significant if they exceed the LSTs shown in Table IV.B-7, SCAQMD's Localized Significance Thresholds.

Localized CO emissions would be considered significant if either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The proposed project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively; or
- The incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

Table IV.B-7
SCAQMD's Localized Significance Thresholds

Pollutant Monitored Within SRA 1 — Central LA	Five-Acre Site				
	Allowable emissions (pounds/day) as a function of receptor distance (feet) from site boundary				
	82 (ft)	164 (ft)	328 (ft)	656 (ft)	1,640 (ft)
Construction Thresholds					
Nitrogen Oxides (NO_x) [a]	161	157	165	173	212
Carbon Monoxide (CO)	1,861	2,331	3,030	4,547	10,666
Respirable Particulate Matter (PM_{10})	16	50	69	107	219
Fine Particulate Matter ($PM_{2.5}$)	8	11	18	36	126
Operational Thresholds					
Nitrogen Oxides (NO_x) [a]	161	157	165	173	212
Carbon Monoxide (CO)	1,861	2,331	3,030	4,547	10,666
Respirable Particulate Matter (PM_{10})	4	12	17	26	53
Fine Particulate Matter ($PM_{2.5}$)	2	3	5	9	31

[a] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2. As discussed previously, the analysis of localized air quality impacts associated with NOx emissions is focused on NO_2 levels as they are associated with adverse health effects.*

Source: SCAQMD, Final Localized Significance Threshold Methodology, Appendix C (Localized Significance Threshold Mass Rate Look-up Table), June 2003, Revised July 2008; LST Mass Rate Look-up Tables updated October 21, 2009; accessed on September 8, 2010.

Toxic Air Contaminants

Furthermore, as set forth in the L.A. CEQA Thresholds Guide, the determination of significance of a project with respect to toxic air contaminants shall be made on a case-by-case basis, considering the following factors:

The regulatory framework for the toxic material(s) and process(es) involved;

The proximity of the toxic air contaminants to sensitive receptors;

The quantity, volume and toxicity of the contaminants expected to be emitted;

The likelihood and potential level of exposure; and

The degree to which project design will reduce the risk of exposure.

Consistency with the Applicable AQMP

The SCAQMD has adopted criteria for determining consistency with regional plans and the regional AQMP in its CEQA *Air Quality Handbook*, which the City has adopted as its thresholds. These include: (1) identifying whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations and (2) identifying whether a project would exceed the assumptions utilized in preparing the AQMP. Under the second criterion, a significant impact would occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

Cumulatively Considerable Net Increase of Criteria Pollutants

The SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, the SCAQMD no longer recommends the use of these methodologies. Instead, the SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[7] The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Project Impacts

Construction Impacts

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions throughout the project scoping and approval process, the Los Angeles Memorial Coliseum Commission (LAMCC) is considering two different and mutually exclusive future uses for the Project Site: Option 1, a Multiple Use Space or Option 2: a new professional 22,000 seat outdoor MLS Stadium.

Under Option 1, Multiple Use Space, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air amphitheater. The Multiple Use Space would be an open-air, all-grass amphitheater. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena, although the hole would be partially filled requiring approximately 250,000 cubic yards of soil import. This would allow

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[7] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Option 1 to take advantage of the existing topography of the Project Site. An approximate 800-square foot (40 feet x 20 feet) concrete pad would be located at the lowest elevation in the center of the amphitheater to serve as the stage and provide support for audio and visual equipment.

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a MLS Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on an north-south axis. The proposed outdoor soccer stadium would take advantage of the existing topography of the Project Site by constructing the stadium within the existing depression currently occupied by the Sports Arena, although the hole would need to be reconfigured to accommodate the different shape of the stadium.

As stated previously, the approximate 15-acre Project Site has been divided into three approximate 5-acre construction subareas identified as Subarea 1, Subarea 2 and Subarea 3 (see Figure IV.B-1 provided above). Construction activities at each subarea would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the project site; delivery and hauling of construction supplies and debris to and from the project site; and, the fuel combustion generated by on-site construction equipment. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site preparation and grading would primarily generate PM_{10} emissions. Mobile source emissions (use of diesel-fueled equipment on site, and traveling to and from the project site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

For purposes of this analysis the following construction schedule, phasing, and assumptions have been utilized to quantify potential construction related air quality impacts. It should be noted that the proposed schedule would not include any overlap of these construction phases with the exception of the architectural coating phase occurring during the final month of building construction activities on Subarea 1. The modeling has accounted for this month of overlap in this phase only. As stated in detail below, the construction parameters have been crafted to illustrate the worst-case emissions for each phase under either Project Option 1 or 2.

Demolition/Site Clearing Phase

<u>May 2011 through July 2011: Demolition of Subarea 1</u>

Project Option 1 and 2 would require the same demolition characteristics for Subarea 1. This phase would include the demolition and removal of approximately 5.4 million cubic feet of debris over 3

months. The demolition is assumed to involve the use of the following pieces of equipment: 3 concrete/industrial saws, 1 crane, 2 rubber tired dozers, and 3 tractors/loaders/backhoes. It was assumed that these pieces of equipment would run for a maximum of six hours per day. The demolition debris will be hauled to a nearby dump site with 20 cubic yard-capacity trucks traveling for a round trip distance of 30 miles. It is anticipated that the truck hauling would be done over a three-month period with an approximate daily maximum of 33 round trips and 980 vehicle miles traveled for trucks.

August 2011: Demolition/Site Clearing of Subarea 2

Project Option 1 includes removal of VIP Lot while Option 2 would retain and resurface the lot. For purposes of presenting a worst case analysis for this phase, the characteristics of Option 1 resulting in more debris has been calculated in the modeling. This phase would include the demolition and removal of approximately 200,000 square feet of parking lot, walkways, and existing vegetation. The demolition is assumed to involve the use of the following pieces of equipment: 1 concrete/industrial saws, 1 rubber tired dozers, and 2 tractors/loaders/backhoes. It was assumed that these pieces of equipment would run for a maximum of six hours per day. The demolition debris will be hauled to a nearby dump site with 20 cubic yard-capacity trucks traveling for a round trip distance of 30 miles. It is anticipated that the truck hauling would be done over a one-month period with an approximate daily maximum of 30 roundtrips and 889 vehicle miles traveled for trucks.

September 2011: Demolition/Site Clearing of Subarea 3

Project Option 1 and 2 would require the same demolition characteristics for Subarea 3. This phase would include the demolition and removal of approximately 200,000 square feet of parking lot, walkways, and existing vegetation. The demolition is assumed to involve the use of the following pieces of equipment: 1 concrete/industrial saws, 1 rubber tired dozers, and 2 tractors/loaders/backhoes. It was assumed that these pieces of equipment would run for a maximum of six hours per day. The demolition debris will be hauled to a nearby dump site with 20 cubic yard-capacity trucks traveling for a roundtrip distance of 30 miles. It is anticipated that the truck hauling would be done over a one-month period with an approximate daily maximum of 30 round trips and 889 vehicle miles traveled for trucks.

Grading/Site Preparation Phase

October through December 2011: Grading/Site Preparation for Subarea 1

Project Option 1 would require partial filling of the existing hole with approximately 250,000 cubic yards of imported soil over three months, while Project Option 2 would require 125,000 cubic yards of imported soil over three months. For purposes of presenting a worst-case analysis for this phase, the characteristics of Option 1 resulting in more soil import has been calculated in the modeling. The grading/site preparation phase assumes the following pieces of equipment would be used: 1 grader, 1

rubber tired dozer, 2 tractors/loaders/backhoes, and 1 water truck. It was assumed that these pieces of equipment would run for a maximum of six hours per day. The imported soil would be hauled to the Project Site with 20 cubic yard-capacity trucks traveling for a round trip distance of 20 miles. It is anticipated that the soil hauling would be done over a three-month period with an approximate daily maximum of 189 round trips and 3,787 vehicle miles traveled for trucks.

January 2012: Grading/Site Preparation Subarea 2

The grading/site preparation on Subarea 2 assumes the following pieces of equipment would be used: 1 grader, 1 rubber tired dozer, 1 tractor/loader/backhoe, and 1 water truck. It was assumed that these pieces of equipment would run for a maximum of six hours per day.

February 2012: Grading/Site Preparation Subarea 3

The grading/site preparation on Subarea 2 assumes the following pieces of equipment would be used: 1 grader, 1 rubber tired dozer, 1 tractor/loader/backhoe, and 1 water truck. It was assumed that these pieces of equipment would run for a maximum of six hours per day.

Building Construction Phase

March 2012 through September 2012: Building/Construction for Subarea 1

Under Project Option 1, building would require the pouring of approximately 30 cubic yards of concrete for the stage area, the construction/configuration of grass seating area, the construction of restroom and press room facilities, and installation of grass and landscaping. Under Project Option 2, building would require the pouring of concrete for the stadium foundation; construction of the stadium and related facilities (20,000 seats), and installation of grass and landscaping. For purposes of presenting a worst-case analysis for this phase, the characteristics of Option 2 resulting in a longer duration and more building floor area has been calculated in the modeling. The maximum daily amount of equipment that would operate onsite would include: 2 cement and mortar mixers, 1 crane, 2 forklifts, 1 generator set, 1 tractor/loader/backhoe, and 2 welders. All of the equipment is assumed to operate for a maximum of six hours per day. Additionally, architectural coatings for the new buildings are assumed to be applied during September 2012 at the end of this building phase.

October 2012: Installation of Grass/Landscaping on Subarea 2

The maximum daily amount of equipment that would operate onsite would include: 1 forklift, 1 tractor/loader/backhoe, 1 trencher, and 1 water truck. All of the equipment is assumed to operate for a maximum of six hours per day.

November 2012: Installation of Grass/Landscaping on Subarea 3

The maximum daily amount of equipment that would operate onsite would include: 1 forklift, 1 tractor/loader/backhoe, 1 trencher, and 1 water truck. All of the equipment is assumed to operate for a maximum of six hours per day.

December 2012: Paving

The maximum daily amount of equipment required to complete parking lot resurfacing and paving of walkways and storage areas would include: 2 cement and mortar mixers, 1 paver, 1 piece of paving equipment, 1 roller, and 1 tractor/loader/backhoe. All of the equipment is assumed to operate for a maximum of six hours per day.

Regional Air Quality Impacts

The analysis of regional daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. Table IV.B-8, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each of the construction phases. These calculations assume that appropriate dust control measures would be implemented during each phase of development as required by SCAQMD Rule 403—Fugitive Dust.

Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more;
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

Table IV.B-8
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase						
Fugitive Dust	--	--	--	--	29.65	6.17
Off-Road Diesel	4.29	34.97	18.96	0.00	1.82	1.67
On-Road Diesel	2.31	28.11	11.35	0.04	1.31	1.12
Worker Trips	0.07	0.13	2.28	0.00	0.02	0.01
Total Emissions	***6.67***	***63.21***	***32.59***	***0.04***	***32.8***	***8.97***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading/Site Preparation Phase						
Fugitive Dust	--	--	--	--	25.00	5.22
Off-Road Diesel Equipment	3.03	24.33	13.04	0.00	1.32	1.21
On-Road Diesel Equipment	8.94	108.60	43.84	0.15	5.06	4.34
Worker Trips	0.04	0.07	1.27	0.00	0.01	0.01
Total Emissions	***12.01***	***133.00***	***58.15***	***0.15***	***31.39***	***10.78***
Dust Control Measures [a]	0.00	0.00	0.00	0.00	(15.25)	(3.18)
Total Emissions after Dust Control Measures	***12.01***	***133.00***	***58.15***	***0.15***	***16.14***	***7.60***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	Yes	No	No	No	No
Building Construction & Coating Phase						
Building Construction Off-Road Diesel Equipment	2.31	12.35	8.15	0.00	0.80	0.73
Building Construction Vendor Trips	0.82	8.83	6.71	0.02	0.44	0.36
Building Construction Worker Trips	0.26	0.50	8.65	0.01	0.08	0.05
Architectural Coatings	111.09	--	--	--	--	--
Architectural Coatings Worker Trips	0.04	0.07	1.23	0.00	0.01	0.01
Low VOC Measures [b]	(11.11)	--	--	--	--	--
Total Emissions after Low VOC Measures	***103.41***	***21.75***	***24.74***	***0.03***	***1.33***	***1.15***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	Yes	No	No	No	No	No
Paving Phase						
Paving Off-Gas	0.15	0.00	0.00	0.00	0.00	0.00
Paving Off-Road Diesel Equipment	1.90	11.65	7.27	0.00	1.02	0.93
Paving On-Road Diesel Equipment	0.04	0.52	0.21	0.00	0.02	0.02
Paving Worker Trips	0.04	0.08	1.42	0.00	0.01	0.01
Total Emissions	***2.13***	***12.25***	***8.90***	***0.00***	***1.05***	***0.96***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

[a] *Dust control measures as required by SCAQMD Rule 403—Fugitive Dust.*
[b] *The project would use low VOC paints for exterior and interior surfaces.*
Source: Parker Environmental Consultants, September 2010. Calculation sheets are provided in Appendix B.

In addition, these calculations assume that the project would use low VOC paint for all exterior and interior surfaces during the architectural coating phase. As shown in Table IV.B-8, the peak daily emissions generated during project construction would exceed the regional emissions threshold recommended by the SCAQMD for NO_x during the grading/site preparation phase and ROG during the building and coating phase. As such, the regional air quality impacts associated with the project-related construction emissions would be potentially significant.

Local Air Quality Impacts

The daily construction emissions generated by the Proposed Project are also analyzed against SCAQMD's LSTs to determine whether the emissions would cause or contribute to adverse localized air quality impacts. As previously stated, the nearest sensitive receptors to the project site potentially subject to localized air quality impacts associated with construction of the Proposed Project include:[8]

- Passive recreational and open space areas in Exposition Park north and west of the Sports Arena;
- Los Angeles County and State Museums in Exposition Park;
- Residential uses located on the east side of Figueroa Street; and
- Residential uses located on the south side of Martin Luther King Jr. Boulevard between Figueroa Street and Menlo Avenue.

The closest receptor distance on the SCAQMD's Mass Rate LST Look-up Tables is 82 feet. In the event that a sensitive receptor is located closer than 82 feet, the SCAQMD's LST methodology states that projects with boundaries located closer than 82 feet (25 meters) to the nearest receptor should use the LSTs for receptors located at 82 feet.[9] As discussed previously under Methodology, the five-acre sample construction scenario developed by the SCAQMD was used to analyze the significance of the construction emissions generated by the Proposed Project. In conducting the analysis, the parameters of the five-acre sample construction scenario (e.g., construction schedule, number of equipment, amount of dirt handled, size of the areas disturbed, etc.) have been modified such that they would apply to the project-specific characteristics of the Proposed Project. Table IV.B-9, Localized Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur during construction of the Proposed Project.

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[8] *In addition to these specifically listed receptors, off-site receptors also evaluated in this localized air quality impacts analysis include the existing surrounding commercial, office, and retail uses because, as discussed previously, LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, should be applied to receptors such as industrial or commercial facilities based on the SCAQMD's recommendation.*

[9] *SCAQMD, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

As shown in Table IV.B-9, on-site emissions generated by the Proposed Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NO_x (in the form of NO_2), CO, PM_{10}, and $PM_{2.5}$ at a receptor distance of 82 feet. Thus, the on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 82 feet (i.e., 164, 328, 656, and 1,640 feet). Therefore, the localized air quality impacts resulting from construction emissions associated with the Proposed Project would be less than significant. Thus, impacts on sensitive receptors resulting from construction-related emissions would also be considered less than significant.

Table IV.B-9
Localized Estimated Peak Daily Construction Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x [a]	CO	PM_{10}	$PM_{2.5}$
Demolition & Site Clearing (2011) Emissions	***56.6***	***30.5***	***3.5***	***3.1***
SCAQMD Localized Thresholds [b]	161.00	1,861	16.00	8.00
Significant Impact?	No	No	No	No
Grading & Site Preparation (2011) Emissions	***35.7***	***17.3***	***5.1***	***2.4***
SCAQMD Localized Thresholds [b]	161.00	1,861	16.00	8.00
Significant Impact?	No	No	No	No
Building Construction (2012) Emissions	***21.4***	***10.3***	***1.2***	***1.1***
SCAQMD Localized Thresholds [b]	161.00	1,861	16.00	8.00
Significant Impact?	No	No	No	No
Paving/Asphalt (2012) Emissions	***20.3***	***11.7***	***1.4***	***1.3***
SCAQMD Localized Thresholds [b]	161.00	1,861	16.00	8.00
Significant Impact?	No	No	No	No

[a] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

[b] *The localized thresholds for construction emissions at a receptor distance of 82 feet for a five-acre site in SRA 1 based on SCAQMD's mass rate look-up tables.*

Source: Parker Environmental Consultants, September 2010. Calculation sheets are provided in Appendix B.

Operational Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. As stated previously, stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site.

With respect to stationary sources, Project Option 1 would result in the development of a Multiple Use Space open-air, all-grass amphitheater. The maximum capacity of the Multiple Use Space for amphitheater events would be smaller than that of the existing Sports Arena, and thus the proposed

facilities under Option 1 would result in a reduction of stationary source emissions such as water and space heating, air conditioning, and cooking appliances. For joint events held at the Coliseum where the Multiple Use Space functions as either a parking lot or extended activity area, the maximum attendance levels would not exceed the current attendance levels for the Coliseum. For these events, the Multiple Use Space would serve as an accessory area for the primary Coliseum event.

Project Option 2 would result in the development of an open-air MLS stadium with a seating capacity of approximately 22,000. While the maximum capacity would be an increase compared to existing conditions, the proposed stadium would be an outdoor venue which would significantly reduce the amount of stationary source emissions associated with heating and air conditioning. In addition, under both options, the Proposed Project would replace an existing venue over 50 years old with a state-of-the art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Therefore, as stationary source emissions would be reduced compared to existing conditions, impacts would be considered less than significant.

With respect to mobile sources, the proposed event/soccer stadium facility replacing the existing Sports Arena is not expected to generate significant new traffic impacts. As explained in more detail in Section IV.J, Transportation, Traffic and Parking, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility. Combined with the Coliseum, the Project Site supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source emissions would also not be increased as a result of the Proposed Project and operational impacts related to regional and localized emissions would be considered less than significant.

AQMP Consistency

The 2007 AQMP, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, and to return clean air to the region. Projects that are considered to be consistent with the AQMP would not interfere with attainment, because this growth is included in the projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

As discussed previously, the SCAQMD has adopted the following criteria for determining consistency with regional plans and the regional AQMP: (1) identifying whether a project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations

and (2) identifying whether a project would exceed the assumptions utilized in preparing the AQMP. Under the second criterion, a significant impact would occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based.

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. As discussed above, the Proposed Project would include the implementation of either "Celebration Park" or an outdoor MLS stadium with a seating capacity of 22,000. Neither Project Option would be considered growth-inducing as both scenarios have been considered and planned in an effort to be responsive to changing community needs and market. As discussed above, both project options would result in similar, and in some areas, reduced long-term operational air quality impacts compared to the existing Project Site. Furthermore, as discussed in the Initial Study (see Appendix A), the Proposed Project would have a less than significant impact with respect to population, housing, and employment and the project would be within the SCAG and City of Los Angeles growth projections.

As the Proposed Project would be consistent with the underlying assumptions of the SCAQMD's 2007 AQMP and does not cause or worsen an exceedance of an ambient air quality standard, the Proposed Project is concluded to be consistent with that plan. This impact would be less than significant.

Toxic Air Contaminants

The Proposed Project would consist of the development of either "Celebration Park" or an outdoor MLS stadium and would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such, no toxic airborne emissions would result from its implementation. In addition, construction activities associated with the Proposed Project would be similar to other developments in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs by the Proposed Project would be less than significant.

MITIGATION MEASURES

As stated previously, the modeling conducted to assess construction impacts from the Proposed Project assumed that the Proposed Project would utilize low VOC paints and would comply with the required SCAQMD Rule 403 – Fugitive Dust. These measures have been listed below to ensure implementation.

MM B-1 The Project Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

MM B-2 The Project Applicant shall use low VOC paints for all interior and exterior surfaces.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of Mitigation Measures C-1 and C-2, the Proposed project would still exceed the regional emissions threshold recommended by the SCAQMD for NO_x during the grading/site preparation phase and ROG during the building and coating phase. Therefore, regional construction-related air quality impacts would be considered significant and unavoidable. Operational impacts would be less than significant and no operational mitigation measures would be required.

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The earth's natural warming process is known as the "greenhouse effect." This greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass allows solar radiation (sunlight) into the Earth's atmosphere, but prevents radiative heat from escaping, thus warming the Earth's atmosphere. Greenhouse gases (GHGs) keep the average surface temperature of the Earth close to a hospitable 60 degrees Fahrenheit. However, excessive concentrations of GHGs in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.

Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[12] While the increase in temperature is known as "global warming," the resulting change in weather patterns is known as "global climate change." Global climate change is evidenced in changes to wind patterns, storms, precipitation, and air temperature.

GHG Components

GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride.[13] Carbon dioxide is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHGs discussed is provided in Table IV.C-1, Description of Identified Greenhouse Gases.

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[12] *Climate Change 101: Understanding and Responding to Global Climate Change, published by the Pew Center on Global Climate Change and the Pew Center on the States.*

[13] *As defined by California AB 32AB 32 and SB104.*

Table IV.C-1
Description of Identified Greenhouse Gases

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of carbon dioxide are burning coal, oil, natural gas, and wood.
Methane	A flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no ill health effects from methane. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down though the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007.

Global Warming Potential

Global Warming Potentials (GWPs) are one type of simplified index based upon radiative properties that can be used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of carbon dioxide, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of carbon dioxide. A summary of the atmospheric lifetime and GWP of selected gases is presented at Table IV.C-2. As indicated, GWP ranges from 1 to 23,900.

Table IV.C-2
Atmospheric Lifetimes and Global Warming Potentials

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 – 200	1
Methane	12 (+/-3)	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoroethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: IPCC, 2006.

Projected Impacts of Global Warming in California

According to the 2006 California Climate Action Team (CAT) Report, temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. If emissions from GHGs are not reduced significantly, the warming increase could have the following consequences in California[14]:

[14] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply;
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes;
- Erosion of California's coastlines would increase as well as sea water intrusion;
- Pest infestation and vulnerability to fires of the State's forests would increase; and
- Rising temperatures would increase power demand, especially in the summer season.

California-Specific Adaptation Strategies

Because climate change is already affecting California and current emissions will continue to drive climate change in the coming decades, regardless of any mitigation measures that may be adopted, the necessity of adaptation to the impacts of climate change is recognized by the State of California. The 2009 California Climate Adaptation Strategy Discussion Draft begins what will be an ongoing process of adaptation, as directed by Gov. Schwarzenegger's Executive Order S-13-08. The goals of the strategy are to analyze risks and vulnerabilities and identify strategies to reduce the risks. Once the strategies are identified and prioritized, government resources would be identified. Finally, the strategy includes identifying research needs and educating the public.

Climate change risks are evaluated using two distinct approaches: (1) projecting the amount of climate change that may occur using computer-based global climate models and (2) assessing the natural or human system's ability to cope with and adapt to change by examining past experience with climate variability and extrapolating this to understand how the systems may respond to the additional impact of climate change. The major anticipated climate changes expected in the State of California include increases in temperature, decreases in precipitation, particularly as snowfall, and increases in sea level, as discussed above. These gradual changes will also lead to an increasing number of extreme events, such as heat waves, wildfires, droughts, and floods. This would impact public health, ocean and coast resources, water supply, agriculture, biodiversity, and the transportation and energy infrastructures.

Key preliminary adaptation recommendations included in the *Strategy* are as follows:

- Appointment of a Climate Adaptation Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020;

- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant state projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of Plans to assess climate change impacts and develop local risk reduction strategies by communities with General Plans and Local Coastal Plans; and
- Inclusion of climate change impact information into fire program planning by state fire fighting agencies.

Existing GHG Emissions in Project Vicinity

GHG emissions are generated in the local vicinity of the project site by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. Overall, motor vehicles are the primary source of GHGs in the project site vicinity. A key characteristic of the Sports Arena is that it generates vehicle trips and high levels of traffic congestion for short periods on event days only. The attendance level and associated vehicle trips generated by specific events vary significantly. In the past five years, the Sports Arena held, on average, 69 events a year. Of the 69 events, 60 had an attendance of less than 10,000 people, six events had an attendance between 10,000 to 20,000 people, and three events had an attendance of more than 20,000 people.

Existing State-wide Greenhouse Gas Emissions

The California Energy Commission (CEC) published the *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004* in December 2006. This report indicates that California emitted between 425 to 468 million metric tons of greenhouse gases in 1990. This seemingly large amount is a result of the large population residing in California. When considering fossil fuel emissions at the level of each individual person, California is second lowest in the nation in per capita CO_2 emissions, with only

the District of Columbia being lower. Between 1990 and 2000, California's population grew by 4.1 million people and during the 1990 to 2003 period, California's gross state product grew by 83 percent (in dollars, not adjusted for inflation). However, California's greenhouse gas emissions were calculated to have grown by only 12 percent over the same period. The report concluded that California's ability to slow the rate of growth of greenhouse gas emissions was largely due to the success of its energy efficiency, renewable energy programs, and commitment to clean air and clean energy. In fact, the State's programs and commitments were calculated to have lowered its greenhouse gas emissions rate of growth by more than half of what it would have been otherwise.

REGULATORY FRAMEWORK

In response to growing scientific and political concern with global climate change, Federal and State entities have adopted a series of laws to reduce emissions of GHGs to the atmosphere.

U.S. EPA

In the past, the U.S. EPA has not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change. However, the U.S. Supreme Court recently held that the U.S. EPA must consider regulation of motor-vehicle GHG emissions.[15] The Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that the U.S. EPA did not have a valid rationale for not regulating GHGs. In December 2009, the U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act. This is the first step in regulating GHGs under the provisions of the Clean Air Act. In addition, on September 15, 2009, the National Highway Traffic Safety Administration and U.S. EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reductions requirements. The proposed new Corporate Average Fuel Economy ("CAFE") Standards would cover automobiles for model years 2012 through 2016, and would require passenger cars and light trucks to meet a combined, per –mile, carbon dioxide emissions level. It is estimated that by 2016, this GHG emissions limit could equate to an overall light-duty vehicle fleet average fuel economy of as much as 35.5 miles per gallon.

State

California Global Warming Solutions Act

In response to growing scientific and political concern with global climate change, California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities

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[15] *Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007))*

within the State. In September 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493, requiring the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the State. California Governor Arnold Schwarzenegger announced, on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report"). The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires CARB, the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020. To achieve this goal, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. As the intent of AB 32 is to limit 2020 emissions to the equivalent of those from 1990, and the present year (2009) is beyond the midpoint of this timeframe, it is expected that the regulations would affect many existing sources of greenhouse and not just new general development projects.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. This Scoping Plan, which was developed by CARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Proposed Scoping Plan was approved by CARB on December 11, 2008. The measures in the Scoping Plan would be developed over the next two years and be in place by 2012. As

required by AB 32, CARB must update its Scoping Plan every five years to ensure that California remains on the path toward a low carbon future.

In August 2007, the Legislature adopted Senate Bill 97 (SB 97), requiring the Office of Planning and Research (OPR) to prepare and transmit new CEQA guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. Following receipt of these guidelines, the Resources Agency must certify and adopt the guidelines prepared by OPR by January 1, 2010.

OPR submitted its proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency undertook the formal rulemaking process to certify and adopt the amendments as part of the state regulations implementing CEQA. The CEQA Guidelines Amendments were adopted on December 30, 2009 and became effective on March 18, 2010.

In the CEQA Guideline Amendments, a threshold of significance for greenhouse gas emissions was not specified, nor does it prescribe assessment methodologies or specific mitigation measures. Instead, the amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but rely on the lead agencies in making their own significance threshold determinations based upon substantial evidence. The CEQA amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses.

Local

City of Los Angeles

The City of Los Angeles has begun to address the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

City of Los Angeles Green Building Ordinance

On April 22, 2008 the Los Angeles City Council approved Ordinance No. 179,820 (the Green Building Ordinance). The goal of the Green Building Ordinance is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional and global ecosystems. To achieve these goals, it must be demonstrated that certain projects in the City meet the intent of the criteria for certification at the Leadership in Energy and Environmental Design (LEED) certified level. The ordinance applies to the following categories of projects in the City:

- A new non-residential building or structure of 50,000 gross square feet of more of floor area; or
- A new mixed use or residential building of 50,000 gross square feet or more of floor area in excess of six stories; or
- A new mixed use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential uses; or
- The alteration or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building; or
- The alteration of at least 50 dwelling units in an existing mixed use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

Unless these projects have been reviewed and the plans are stamped approved by the Director for LEED compliance, no building permits will be issued to these projects subject to the Ordinance. The Ordinance contains exceptions for the following projects:

- A historic resource, if the Department of City Planning finds that full LEED compliance would require alterations that conflict with the Secretary of the Interior's Standards for the Treatment of Historic Properties. In those cases, a LEED-AP, a person who has been designated a LEED Accredited Professional by the Green Building Certification Institute (GBCI), shall assert in writing that the project has incorporated all other reasonable measures to achieve LEED compliance, while avoiding adverse impacts to the Historic Resource's character-defining features.

- Any project where plans were accepted by the Department of Building and Safety for plan check and the appropriate fee is paid prior to November 1, 2008, provided no changes were made to the project that would increase the floor area by more than five percent. This exception shall no longer be valid if construction is not commenced within one year of the date of issuance of the permit.

- Any entitlement application for a project filed and deemed complete with the exception of CEQA review prior to November 1, 2008, provided no changes are made to the application that would increase the floor area by more than five percent.

- Any residential or mixed use project of six or fewer stories where plans were accepted by the Department of Building and Safety for plan check and the appropriate fee is paid prior to May 1, 2009, provided no changes were made to the project which increase the floor area by more than five percent. This exception shall no longer be valid if construction is not commenced within one year of the date of issuance of the permit.

- Any entitlement application for a residential or mixed use project of six or fewer stories filed and deemed complete with the exception of CEQA review prior to May 1, 2009, provided no changes are made to the application that would increase the floor area by more than five percent.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

OPR's recommended Amendments to the CEQA Guidelines for GHGs were adopted by the Natural Resources Agency on December 30, 2009. The Amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The Amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Modifications address those issues where analysis of GHG emissions may differ in some respects from more traditional CEQA analysis. Other modifications clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

According to the revised Appendix G of the *CEQA Guidelines*, which recently added two questions relating to the effects of GHG, a project could have a significant environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Project Impacts

Construction

Construction emissions were calculated using the URBEMIS2007 model which is based on OFFROAD2007 model outputs. OFFROAD2007 is an emissions estimation model developed by CARB to calculate emissions from construction activities. The output values used in this analysis were adjusted to be project-specific, based on usage rates, type of fuel, and construction schedule. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate GHG emissions values for each construction year (refer to Appendix D). Mobile source emission methodology for on-road construction emissions, associated with worker commute and delivery of materials, uses a vehicle miles traveled rate calculated by URBEMIS2007 in order to generate values for annual emissions. Emission factors are derived from the EMFAC2007 model using light duty automobile factors for worker commute and heavy duty truck factors for deliveries. URBEMIS2007 only reports CO_2 emissions. Therefore, the CO_2 emissions were converted into metric tons of CO_2e by applying the proper global warming potential (GWP) value.[16]

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste.

To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site demolition and construction activities and off-site hauling and construction worker commuting are considered as project-generated. As explained by the CAPCOA in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (CEQA Guidelines § 15145). Therefore, the construction analysis does not assess such GHG emissions. All GHG emissions are reported on an annual basis as recommended by the CCAR Protocol.

Emissions of GHGs were calculated for each year of construction of the proposed project and the results of this analysis are presented Appendix C to this Draft EIR. In summary, the increase in GHG emissions from project construction activities would be 878 metric tons of CO_2e in 2011 and 451 metric tons of CO_2e

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[16] *CO_2e was developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) 1996.*

in 2012, which would represent approximately 0.000002 percent and 0.000001 percent of the 2008 State-wide level, respectively.[17]

Operation

Operational GHG emissions generated by both stationary and mobile sources would result from future activities on the Project Site. Stationary area source GHG emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile GHG emissions would be generated by the motor vehicles traveling to and from the project site.

With respect to stationary GHG sources, Project Option 1 would result in the development of an open-air, all-grass amphitheater. The maximum capacity of would be smaller than that of the existing Sports Arena , and thus the proposed facilities under Option 1 would result in a substantial reduction of stationary source GHG emissions such as water and space heating, air conditioning, and cooking appliances. For joint events held at the Coliseum where the Multiple Use Space functions as either a parking lot or extended activity area, the maximum attendance levels would not exceed the current attendance levels for the Coliseum. For these events, the Multiple Use Space would serve as an accessory area for the primary Coliseum event.

Project Option 2 would result in the development of an open-air MLS Stadium with a seating capacity of approximately 22,000. While the maximum capacity would be an increase compared to existing conditions, the proposed stadium would be an outdoor venue which would significantly reduce the amount of stationary source GHG emissions associated with heating and air conditioning. In addition, under both options, the Proposed Project would replace an existing venue over 50 years old with a state-of-the art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Therefore, stationary source GHG emissions would be reduced compared to existing conditions.

With respect to mobile sources, the proposed event/soccer stadium facility replacing the existing Sports Arena is not expected to generate significant new traffic impacts. As explained in more detail in Section IV.J, Transportation, Traffic and Parking, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility. Combined with the Coliseum, the Project Site supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer

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[17] *Statewide totals were derived from CARB's current California greenhouse gas inventory (http://www.arb.ca.gov/cc/inventory/data/data.htm), May 28, 2010 (473,760,000 metric tons).*

stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source GHG emissions would also not be increased as a result of the Proposed Project.

As the Proposed Project's GHG emissions would represent an improvement compared to existing conditions, the Proposed Project would contribute positively in meeting the goals and targets set forth in AB 32. Furthermore, the Proposed Project's sustainability features exhibit the general strategies and goals outlined in the 2006 CAT Report Strategies and ARB's Scoping Plan Recommended Measures. Accordingly, it is anticipated that the Proposed Project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California. As such, it is not anticipated that the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and these impacts would be considered less than significant.

MITIGATION MEASURES

As the level of impact before mitigation would be less than significant, no mitigation measures are required. However, the Proposed Project would include several sustainability features identified in Section IV.I, Public Utilities that would serve to further reduce the project's generation of greenhouse gas emissions. See the water and energy conservation measures identified in Section IV.I, Public Utilities, in this EIR.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to the generation of GHGs would be considered less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
D. HISTORIC RESOURCES

The following analysis pertaining to historic resources is based on the Historical Assessment for the Los Angeles Memorial Sports Arena, Prepared for the Los Angeles Memorial Coliseum Commission, prepared by ICF Jones & Stokes, July 2010. This report is included in its entirety as Appendix D of this Draft EIR.

ENVIRONMENTAL SETTING

Regulatory Setting

National Register of Historic Places

The National Register of Historic Places (National Register) is "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. Typically, to be eligible for listing in the National Register, a property must be at least fifty years of age and possess significance in American history and culture, architecture, or archaeology. However, properties under fifty years of age can be determined eligible for listing if it can be determined that they are of "exceptional importance," or if they are contributors to a potential historic district. Properties may qualify for the National Register when they meet any of four basic criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of history.

B. Are associated with the lives of persons significant in our past.

C. Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.

D. Have yielded, or may be likely to yield, information important in prehistory or history.

A final critical component of eligibility is integrity. Integrity is the ability of a property to convey its significance and whether the property retains the identity, including physical and visual attributes, for which it is significant under the four basic criteria. The National Register criteria recognize seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association.

California Register of Historical Places

The California Register of Historical Resources (California Register) is a state version of the National Register of Historic Places program. The California Register of Historical Resources was enacted in 1992, and became official January 1, 1998. The criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. The California Register also requires application of integrity of criteria paralleling National Register criteria, as described above, with one exception. Title 14 of California Code of Regulations §4852 (c) provides, "It is possible that historical resources may not retain sufficient integrity to qualify to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register." OHP has consistently interpreted this provision to require substantial integrity.

California State Historical Building Code

The California State Historical Building Code (SHBC)[1]1 protects California's architectural heritage by providing alternative building regulations for the rehabilitation, preservation, restoration or relocation of structures designated as historic buildings. SHBC regulations are intended to facilitate restoration or accommodate change of occupancy so as to preserve a historic structure's original or restored architectural elements and features. While the code provides for a cost-effective approach to preservation, it also provides for occupant safety, encourages energy conservation and facilitates access for people with disabilities. To be qualified, designation must come from federal, state or local authority and be given any level of significance other than "not eligible". Listed below are some of the issues the SHBC addresses, with the intent of encouraging sensitive and cost-effective rehabilitation:

- Accessibility - Both the Americans with Disabilities Act and the SHBC make provisions for reasonable levels of equivalency for, and - under special circumstances – exemption from, accessibility mandates.

- Seismic/Structural - SHBC governs these issues, permitting design based on real values of archaic materials, and solutions based on engineering principles and judgment rather than on prescriptive formulas.

- Energy - Qualified historic buildings are exempt from California energy standards, which most vintage structures cannot meet without alteration or loss of historic features.

- Triggers - The "triggers" for full upgrading to current standards, with respect to length of vacancy, change of occupancy, or percentage of value of the work proposed, and which exist in

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[1] *Based in part on information contained on the State Architect's website, including material available at: http://www.dsa.dgs.ca.gov/SHBSB/shbsb_general.asp and, http://www.dsa.dgs.ca.gov/SHBSB/shbsb_incentives. asp.*

other codes, are not recognized by the SHBC, which concentrates instead on the sensitive resolution of genuine safety considerations.

Local Criteria

Because the Sports Arena itself is located on state land, it is not eligible for review at the local level, through the City of Los Angeles Cultural Heritage Commission. The County of Los Angeles does not have an independent designation program but relies on the National Register and State Landmark programs for designation.

Exposition Park, which includes the Sports Arena and numerous surrounding structures, has been designated as a Cultural and Historical Site by the County of Los Angeles. The Commission cannot designate buildings owned by the State independently. However, they may be recognized as "significant" to the County.

An historical or cultural monument is any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Effects of Local Designation

Section 5024.f requires that alterations to a State Historical Landmark owned by the State, be reviewed by the State Historic Preservation Officer (SHPO). Section 5024.5 (a) and (b) require the state agency having jurisdiction over the Landmark give a summary of any proposed changes to the SHPO for review and comment. Because the state only owns the land that the Sports Arena sits on and not the Sports Arena, section 5024.5 should not apply.

Properties designated at the local level are subject to review by the Cultural Heritage Commission. This review includes evaluation of alterations to designated structures to ensure the alterations are appropriate to the historic character of the building. This type of review occurs only for individually designated properties based on the following factors:

- Eligibility to enter into the City of Los Angeles Property Contract Program (the Mills Act - See Appendix Seven);
- Local Building Official must grant code alternatives under the State Historical Building Code;

- Limited Protection: Environmental review may be required under CEQA if the property faces potential impacts as defined in the CEQA Guidelines.
- Locally designated resources or qualifying surveys can be listed in the California Register of Historical Resources.
- Designated resources proposed for demolition will be reviewed by the Commission. The Commission can object for 180 days with the option for extending another 180 days with Commission and Council approval, to allow alternative preservation solutions to be developed.

Context & Existing Conditions

The Sports Arena opened on July 4, 1959. It was the first modern indoor sports arena built in Los Angeles. Prior to the opening of the Sports Arena, the primary indoor sports arenas in Los Angeles were the Grand Olympic Auditorium, built in 1925, and the Pan Pacific Auditorium, built in 1935. The accepted definition of the word "arena" is an enclosed area, used for public entertainment, such as sporting events or spectacles. An increasing number of arenas were constructed throughout the United States from the late 1950s to the early 1960s. In a 1956 article in the Los Angeles Times, the Coliseum Commission chairman G.E. Kinsey noted that the "nation is currently experiencing a boom in auditorium construction, with 48 new arenas either under construction or in advanced planning stages.[2]"

Seating capacity of these venues ranged from 5,000 to 15,000. In California, there was the Cow Palace in San Francisco (1941), and the Sports Arena was soon followed by the Long Beach Sports Arena (1962) and Pauley Pavilion (1965). Although there wasn't much variety in the overall design of these structures, some were unusual and unique. This included the Mellon (Civic) Arena in Pittsburgh, Pennsylvania, which was recently listed on the local landmark list and was constructed with a stainless steel, retractable roof, supported by a large steel cantilever (1960), and the Dorton Arena at the North Carolina State Fairgrounds in Raleigh, constructed in 1952 and listed on the National Register of Historic Places. The Dorton Arena is a parabolic structure, and was declared one of the 10 twentieth-century buildings expected to influence the future of American architecture by the American Institute of Architects in 1957. But the archetype was Madison Square Garden in New York City.

Madison Square Garden ("The Garden") was identified numerous times as the model for a multipurpose facility in Los Angeles. It is the third Garden that is most often identified as setting the standard for these types of venues from the 1930s through the 1950s. The Garden has experienced four incarnations: Madison Square Garden (1871); Madison Square Garden II (1890-1925, designed by Stanford White);

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[2] *"Officials Plan Tour of Arenas in Other Cities," Los Angeles Times, March 19, 1956, page A1, ProQuest Historical Newspapers Los Angeles Times (1881-1985).*

Madison Square Garden III (1925-1968); and "World Wide Plaza," (designed by Skidmore, Owings and Merrill, 1989). In 2006, there was discussion of moving the Garden to a new site.

Local boosters, including Supervisor Kenneth Hahn and Bill Nicholas of the Coliseum Commission, intended to build a stadium to rival Madison Square Garden. Although the third largest city in the country in 1956, Los Angeles still lacked the facilities to host a national convention or a great indoor sporting event. The citizens of Los Angeles three times voted against propositions intended to pay for the arena. Ultimately, a State Assembly bill was passed and signed by Governor Goodwin Knight, authorizing commissioners to issue revenue bonds to finance the construction. By March 21, 1958, $7,800,000 in revenue bonds were sold. For a time, the Sports Arena enjoyed popularity and success and was touted as the most modern sports facility in California. But after a defection by Jack Kent Cooke, owner of the Los Angeles Lakers basketball team and the new hockey franchise team, to build the Forum in Inglewood in late 1967, it lost an important regular client and two major sports teams.

The Sports Arena is operated under the authority of the Los Angeles Memorial Coliseum Commission, which was formed in 1945. The Los Angeles Coliseum was constructed in 1923.[3] The Commission was created under the Joint Exercise of Power Act, and is comprised of City of Los Angeles representatives, as well as representatives of the County of Los Angeles and the State of California, who are equal decision-makers. The two multi-use buildings are self-supporting, through revenues from events at the site.

Efforts to Build a Sports Arena in Los Angeles

Getting the Sports Arena constructed was a lengthy, difficult process. As Proquest/Historical Los Angeles Times articles reveal, plans to build a sports arena in Los Angeles originated as early as the 1930s. Neither the Grand Olympic Auditorium (built in 1925) nor the Pan Pacific Auditorium (built 1935) had the capacity to house a large indoor team sports event. In 1938, the Los Angeles Times reported that a $1,500,000 sports arena was planned, to be located on the Gilmore Tract at Third Street and Fairfax Avenue. A year later, Edward Metcalf, president of Sports Gardens, Inc., announced plans to build a $2,500,000 sports arena on a 97-acre parcel, located on a site bounded by Venice and La Cienega boulevards and 18th Street. The new arena's construction would be overseen by H. O. Davis, a veteran of the 1932 Olympics and the 1915 and 1935 San Diego Expositions. Architect Stiles O. Clements proposed a suspensionstyle construction for the 40,000-seat auditorium, with no beams or posts, which would allow for the division of the space into three separate arenas. The facility was named "The Gardens," and it was

[3] *The Coliseum was declared a National Historic Landmark in 1984. It hosted the 1932 and 1984 Olympics, as well as two Super Bowls, one World Series, and decades of USC football games. In addition, it was the home of the Los Angeles Raiders for 12 years. The Coliseum also hosted religious conventions and rock concerts. For more, see the Coliseum's website, located at: http://www.lacoliseum.com/pages/history.shtml*

intended for national championships, including football, wrestling and boxing. This project was not constructed.

In 1939, Walt Disney signed a lease for the Third and Fairfax site as president of Hollywood Sports Gardens, Inc., which intended to build the "largest covered stadium in the world" with Walker and Eisen hired as architects. The Fairfax site came up again in 1944, when business leaders announced the plans to build the "Pan Pacific Sports Arena," after the war, after purchasing the 35 acres of the Gilmore Tract. Yet another sports arena was proposed in 1946 in the South Gate area, to heavy community opposition.

By 1947 newspaper articles focused on Exposition Park, adjacent to the Coliseum, as a site for the proposed "Madison Square Garden of the West." Former Coliseum Commission president and Los Angeles County Supervisor Leonard J. Roach recommended "using Coliseum profits to finance the structure." Another site under consideration included 22 undeveloped acres in Los Feliz, property owned by the estate of Aline Barnsdall, but Barnsdall's will forbade sale of the land until 10 years after her death.

Yet another plan, to build the "Los Angeles War Memorial Auditorium," was announced in 1948 by a group called "Greater Los Angeles Plans, Inc." A nonprofit organization consisting of prominent architects and planners, they were committed to building an indoor sports arena downtown, on a 23-acre tract between Third and Fifth Streets, west of Flower Street. In 1948, the Los Angeles Memorial Coliseum Commission enlisted a public relations firm to conduct a feasibility study for an indoor sports arena in Los Angeles.

When the issue of funding a new sports arena finally went before the Los Angeles voters, the site on which they voted was the downtown site, located at 3rd, 5th, Flower and Fremont streets. Propositions A and B, in the amount of $25,000,000 and $10,000,000, were placed on the April 3, 1951, municipal ballot. The propositions included the construction of a music center.

After those propositions failed, Proposition B was introduced in 1953 to finance the construction of a sports arena, convention hall, and civic auditorium, in the amount of $27,000,000, to be repaid over a 30-year period. Los Angeles Police Chief William Parker "urged construction of the center on the basis of combating juvenile delinquency." The proposed site, located again at 3rd and 5th Streets and Flower and Fremont Streets, was praised for its convenient downtown location, adjacent to freeways and public transportation. Businessman Harry Volk, who spearheaded the measure, called the proposed auditorium "something this city needs, regardless of the possibility of complete 'payout' from revenues," according to the Los Angeles Times.

Again, the measure failed to get the two-thirds majority required. A third measure, Proposition F, was put on the ballot in June 1954 to finance a new auditorium, led by the group "Forward Los Angeles." In support of the attempted project, the president of the Los Angeles Rams (who had arrived in Los Angeles

in 1946) praised attempts to build an auditorium even greater than Cleveland's (former home of the Rams) to make Los Angeles the "sports capital of the West Coast."

After three proposition failures, in 1955 the Coliseum Commission and Supervisor Kenneth Hahn, its president, yet pursued the construction of a sports arena at Exposition Park. Architect Clements was enlisted to build a 22,000-seat arena that would be used for sports contests only, so as not to compete with the proposed downtown auditorium or the Hollywood Bowl. Another feasibility study to determine economic viability was underway. Influenced by Hahn, two State Assemblymen, Jesse M. Unruh and Augustus Hawkins, introduced a bill that would authorize the Los Angeles County Board of Supervisors to issue revenue bonds in order to finance the proposed $7,000,000 arena. The bill passed the Assembly and the Senate and was signed into law by Governor Goodwin G. Knight on April 29, 1955, after which the Sixth Agricultural District, owners of the land, extended its contract with the Coliseum Commission through 1985.

Although Coliseum General Manager Bill Nicholas predicted the new sports arena would open in 1957, contingencies like the rising cost of steel delayed its construction. Architects Stiles O. Clements and his son, Robert Clements, were fired for breach of contract, after failing to revise their architectural plans to accommodate the budget. Nine new firms were put forth as replacements; meanwhile, the Clements's sued the Commission for wrongful discharge, and the Commission countersued, charging negligence and irresponsible business practices.

In June 1957, the Coliseum Commission approved the plans submitted by Welton Becket, whose firm was chosen from the nine firms proposed in 1957. Becket (with partner William Wurdeman) was the architect of the successful Pan-Pacific Auditorium in the Fairfax area; his firm was employed as UCLA's master planner and had designed the Los Angeles Police Department's downtown Parker Center in 1955. Becket is considered one of the most prominent architects in Los Angeles, responsible for more than 150 building designs.

By the time construction was complete, the total cost was $7.4 million. Excavating for its construction resulted in a huge hole in Exposition Park for two years, referred to as the "famous hole," according to a Coliseum Commission publication. But the Sports Arena finally opened on July 5, 1959. On hand to deliver the celebratory address was Vice-President Richard M. Nixon, who exhorted the audience "never to quit." A few days later, on July 8, bantamweight Jose Becerra defeated Alphonse Halimi before a crowd of 13,675 people.

Other Local Venues

One of the reasons that civic leaders were anxious to have the Sports Arena constructed was a belief that Los Angeles was lacking the facilities that would attract professional basketball and hockey teams to the area. Semi-professional hockey, football and baseball were being played in Los Angeles are a variety of venues when the concept of the Sports Arena was beginning to be discussed; however, each was

considered deficient in some regard. Seven structures in the city existed for both sports and spectacles, all of which were constructed in the 1920s and 1930s.

Grand Olympic Auditorium, located at Grand Avenue and 18th Street, was built for the 1932Olympics and served as the "Mecca of Boxing" in Los Angeles for more than 70 years. From its opening in 1925 through 1987, when it closed (though still used for concerts and filming), it attracted Los Angeles' most famous stars, from Mae West to Barbara Stanwyck to Frank Sinatra, as well as mobster Mickey Cohen. After a brief attempt at reviving the Auditorium in 1994 with Oscar De La Hoya fighting Jimmy Bredahl of Denmark, attendance continued to decline. In 2005, the Grand Olympic Auditorium was purchased from downtown property owner Steven Needleman by a Korean-American church.

Gilmore Field was located near the intersection of Beverly and Fairfax and was the venue for the semi-professional Hollywood Stars baseball team, which played in the Pacific Coast League. The baseball field was constructed in 1939 and was demolished in 1959. Next to it was the Gilmore Stadium, built a few years earlier in 1934. The Los Angeles Bulldogs, a semiprofessional team and the first football team in Los Angeles, played for the American Football League (AFL) at the Gilmore Stadium in 1937. The AFL folded that year.

Wrigley Field, built by William Wrigley in 1925, was located south of downtown Los Angeles. The Los Angeles Angels, a minor league team, played there from 1925. When the Brooklyn Dodgers moved to Los Angeles, Wrigley Field was proposed for their use, but until Dodger Stadium opened in 1961, they chose to play at the Coliseum. The Los Angeles Angels continued to play at the baseball field until 1961, when the team was brought into the American League and played at Dodger Stadium. Wrigley Field was torn down in 1969.

There were two open-air stadiums: the Los Angeles Memorial Coliseum at Exposition Park and the Rose Bowl in Pasadena. The Coliseum dates to 1923 and held a variety of sporting events, including football (Los Angeles Rams, Chargers, Raiders), baseball (the Los Angeles Dodgers played there until Dodger Stadium opened), not to mention USC and UCLA football. It seats 93,000. It is listed on the National Register and is a National Historic Landmark, as well.

The Rose Bowl Stadium was designed in 1921 as a horseshoe-shaped stadium. Architect Myron Hunt, in association with then Tournament President William Leishman, prepared the original design. Original construction conformed to the horseshoe design, but the stadium was enclosed as a full bowl in 1928, increasing spectator capacity to 76,000. The Rose Bowl has hosted the Tournament of Roses Bowl football game since 1923. The Rose Bowl, 991 Rosemont Avenue, is listed in the National Register and also has been designated as a National Historic Landmark.

Finally, the Pan Pacific Auditorium, designed by Welton Becket with partner Walter Wurdeman, opened in 1935. The Los Angeles Monarchs, a hockey team in the Pacific Coast League, played there from 1938-1941. Also using the ice floor at this venue were the Ice Capades and collegiate ice hockey teams. The

Harlem Globetrotters appeared at the Pan Pacific on numerous occasions. In addition to sports, the space was utilized for home shows, conventions, musical shows and beauty contests. It only sat 6,000 within 100,000 square feet. Although the doors closed to the public in the early 1970s, it remained on site until a massive fire destroyed it in 1989.

Fate of Similar Venues across Country

In order to gather ideas for the new Los Angeles Memorial Sports Arena, Los Angeles officials traveled to 11 cities across the nation, including Chicago, Buffalo, Syracuse and Des Moines. Of the arenas that existed in those cities at that time, Union Center has replaced Chicago Stadium (1929), which was torn down in 1995; Marine Midland Arena replaced Buffalo Memorial Auditorium, which remains but is rarely used, though there are hopes of renovating it; Wells Fargo Arena replaced Veterans Memorial Auditorium (1955), which has been modernized; and in Syracuse, the Carrier Dome replaced Archbold Stadium (1907), which closed in 1978.

In 1965, the Harris County Domed Stadium, in Houston, Texas opened. At the time, the new arena, to become known as the Astrodome, was the largest enclosed stadium with 45,000 seats. It housed the Houston Astros baseball team and the Houston Oilers football team. The domed stadium, or "superstadium" is considered a watershed event in the evolution of sports facilities, made possible by new steel and concrete technologies and engineering advances. In 1966, synthetic nylon "grass" was installed on the playing field, another first. It became known as "Astro-Turf." The Astrodome has been vacant since 2003.

Exposition Park

Exposition Park is located in the City and County of Los Angeles, approximately 2 miles southwest of the city's central business district. Bordered by Exposition Boulevard to the north, Vermont Avenue to the west, Martin Luther King Boulevard to the south, and Figueroa Street on the east, Exposition Park encompasses approximately 65 hectares (160 acres). The park includes several major museum/educational institutions, recreational open space, surface parking lots, and sports facilities of regional significance, such as the Los Angeles Memorial Coliseum and the Sports Arena.[4]

Although it was not the original choice as the location for the new sports venue, finding enough land on which to build such a structure near established centers of populations was not an easy task for the boosters. The Coliseum Commission sponsored their own study to establish the viability of placing the structure at Exposition Park as early as the mid-1940s, but other sites still competed with it as the proposed sports facility was put to the local voters.

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[4] *Myra L. Frank & Associates, "HPSR for the Exposition Park Master Plan Parking Facility," prepared for the State of California, Department of General Services, Real Estate Services Division, December 2000.*

Brief History of Exposition Park

Exposition Park, which is bounded by Exposition Boulevard on the north, Martin Luther King, Jr. Boulevard on the south, Vermont Avenue on the west and Figueroa Street on the east, is a mixture of public and privately owned structures and open space parkland. It was originally known as Agricultural Park, and it was developed in the 1870s as an agricultural fairground. In 1909, the 160-acre property developed into a park when California's Sixth District Agricultural Association (then owner of the property) and the county and city of Los Angeles agreed to a plan to transform it into a cultural center, and renamed it renamed Exposition Park a year later.

The state would build an exposition building and armory if the county would construct and operate a history and art museum and the city would maintain the grounds.[5] In 1913, the park was officially dedicated, for use as a recreational, educational and cultural gathering place. In 1922, the Exposition Club opened, followed a year later by the Los Angeles Memorial Coliseum, designed by noted Los Angeles and USC architect John Parkinson, on the grounds of Exposition Park. The park is right next to the USC campus. In addition to hosting USC sporting events, the Coliseum was enlarged for the 1932 Olympics; the Swimming Stadium was also constructed for the 1932 Olympics. The park continued to be occupied by culturally important buildings such as the County Museum of Natural History, the California African-American Museum and the Museum of Science and Industry (California Science Center). There is also the renowned Rose Garden and the Armory. In 1959, the Sports Arena was constructed. The park is still public space owned by the state of California, whose major cultural facilities mentioned above are operated by both the state and Los Angeles County.

The Exposition Park Historic District:[6]

The Exposition Park Historic District, which includes the Coliseum, Rose Garden, Natural History Museum; the Armory and Swimming Stadium; the Exposition Clubhouse; North and South Coliseum Drive; and the Exposition (Ahmanson Building), was established in the 2000 Historic Property Survey Report (HPSR), prepared for the State of California, Department of General Services, Real Estate Services Division, as part of an effects analysis of the proposed Exposition Park Master Plan Parking Facility, prepared by Myra L. Frank & Associates (now ICF).

No formal finding of National Register eligibility was made for the Exposition Park Historic District at a meeting among the review agencies on August 9, 2000. Furthermore, the Exposition Park Historic District has not been recorded in the California Historical Resources Inventory database.

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[5] *"Natural History Museum Of Los Angeles County" located on the County's website at: http://www.nhm.org/expo/expopark.htm.*

[6] *Myra L. Frank & Associates, "HPSR for the Exposition Park Master Plan Parking Facility," December 2000.*

However, based on the information presented in the HPSR, the following conclusions were made: extensive changes occurred within the 1993 District boundary that were not previously reported, indicating that the integrity of the District was less intact than reported in 1993. Major demolition (most of the Exposition Building), alterations (the Coliseum and Coliseum sidewalks), and new construction (the California Science Center) occurred within the District boundary between 1993 and 2000, further diminishing the integrity of the District. At the time of the HPSR in 2000, the Sports Arena was not yet 50 years of age and was not considered a contributing structure to the historic district.

Significant Sports and Sporting Events

Because the Sports Arena was constructed with the concept that sports teams and sporting events would be the primary tenants for the facility, this section discusses the history of sports in the Sports Arena. This includes boxing, basketball, hockey and other events.

Boxing:

Boxing was expected to be one of the major sports events held at the Sports Arena. The first event held there after it opened was a boxing match. Joe Louis promoted multiple matches at the Sports Arena before moving the bouts to smaller venues in 1962, due to the cost of holding these events at the arena. Although professional bouts continued to be held at the arena after 1962, it doesn't appear from news accounts that any major events happened there.

- The first event held at the Sports Arena was a boxing match between Jose Becerra and Alphonse Halimi on July 8, 1959.
- Cassius Clay knocked out Archie Moore on November 15, 1962.
- 1984 Olympics boxing bouts were held in the Sports Arena.

Basketball:

Basketball was one of the main reasons the Arena boosters were keen to have the structure built. They were actively trying to get a professional team to play in Los Angeles. Before an official, Los Angeles-based team was located at the Sports Arena, several professional basketball games were played at the venue. Eventually, a semi-pro team, the Jets, began playing there. Then, in 1960, the Minneapolis Lakers moved to Los Angeles, keeping the name and playing at the Sports Arena. The Lakers stayed until 1967, when they moved to the Forum. Within a few years, another team moved to the city, the Anaheim Amigos, who played in the Sports Arena as the Los Angeles Stars for two years. Finally, a second professional basketball team came to Los Angeles – the San Diego Clippers. The new Los Angeles Clippers arrived in 1984. They played in the Sports Arena until 1999, when they moved into the Staples Center, a mile north on Figueroa Street.

At the same time, the arena provided space for high school tournaments and college games. USC has been playing basketball in the Sports Arena since it opened (until moving to Galen Center in 2006) and UCLA played there until Pauley Pavilion (also designed by Welton Becket) opened on the UCLA campus in 1966.

- USC Trojans basketball teams have been playing at the Sports Arena since 1960.
- Harlem Globetrotters played at the Sports Arena on several occasions.
- UCLA Bruins basketball was hosted by the Arena from 1959-1965 during the Golden Age of John Wooden, before Pauley Pavilion was constructed in 1965.
- Beloved and renowned UCLA Bruins men's basketball coach Forrest Twogood coached his last game for UCLA at the Sports Arena in 1966.
- The Los Angeles Jets, a semi-professional basketball team in the American Basketball League (ABL) debuted at the Sports Arena in 1961.
- Minneapolis Lakers moved to Los Angeles in 1960 to become the Los Angeles Lakers, who played in the Sports Arena until the 1967-68 season.
- Los Angeles Clippers arrived from San Diego in 1984. They moved to the Staples Center in 1999.
- The Anaheim Amigos moved to Los Angeles in 1968 and became the Los Angeles Stars. In 1970, they moved to Utah.
- LAUSD High School Championship Basketball was held in the Arean until 1995 because of high rent.
- The 1963 NBA All-Star Game was played at the arena
- Both the 1968 (won by UCLA) and 1972 Men's NCAA Final Four were played in the Arena.
- The 1992 NCAA Women's NCAA Final Four was held at the Arena.

<u>Hockey</u>

Getting a professional hockey team to Los Angeles was another one of the reasons behind the push for the Sports Arena. Semi-professional hockey teams had been established in Los Angeles previous to 1961, but boosters wanted a professional team associated with the National Hockey League (NHL), to be established here. According to some accounts, the Sports Arena was designed in accordance with the wishes of the NHL with the tacit understanding that when the league expanded from six teams, Los

Angeles would be well positioned to receive one of those additional teams. However, in 1959, the NHL was not ready to expand; the Western Hockey League (WHL), a semi-professional league, established a team in Los Angeles for the 1961-1962 season: the Los Angeles Blades. In 1966, when the NHL was prepared to add six teams to the roster, four groups representing individual interests for a team in Los Angeles went to New York City to present their cases. The Coliseum Commission backed Dan Reeves, owner of the Blades and his consortium. Jack Kent Cooke, another promoter who had recently obtained the Los Angeles Lakes basketball team, won the expansion rights. This was a major upset for the Commission.

- The Los Angeles Blades, a semi-pro team in the Western Hockey League, played at the Sports Arena between 1961 and 1967.
    - The Blades were owned by Dan Reeves and Jim Piggott; the former owned the Victoria team.
    - Willie O'Ree, the first African-American to play hockey for the National Hockey League, played for the Blades.
    - At one time, the Blades were a farm team for the New York Rangers.
- The Los Angeles Kings briefly played in 1967 and then moved to the Forum.

<u>Other Sporting Events</u>

Many other "sporting" events took place under the blue roof of the Sports Arena. Some of these included the following:

- Rodeos
- Water Follies
- Roller derbies
- Track meets
- Tennis

<u>Significant Rock Concerts, Political Events, and Shows</u>

The Sports Arena also hosted events such as the Ringling Brothers Circus, the Ice Follies and the Times Indoor Games. Major rock shows and concerts were held at the Sports Arena, from Pink Floyd to Bruce Springsteen, including Springsteen's 2009 shows in Los Angeles.

In 1960, the Democratic National Convention nominated John F. Kennedy as the Democratic Party's candidate for president in the Sports Arena. Kennedy gave his formal acceptance speech at the Coliseum.[7]

In 1961, the Sports Arena was filled to capacity (and overflowed into the parking area) when Martin Luther King, Jr. spoke at a civil rights rally sponsored by the Western Christian Leadership Conference. The Freedom Rally was considered the largest gathering of African Americans in Southern California at the time, with an estimated 25,000 people showing up. Loudspeakers were set up to project the speech to those who did not make it inside (close to 18,000 were admitted indoors). Those who had to listen from outside, through the entire four-hour program had an opportunity afterwards to come into the Sports Arena for an abbreviated version of the program.

The Sports Arena has long had a strong presence in the Los Angeles area by providing a social gathering place for a variety of events, including:

- Home shows
- Auto shows
- Conventions
- Fundraisers
- Educational programs/classes
- Filming – the Sports Arena has been featured in numerous movies and televisions shows, and this continues to be a major source of revenue for the Coliseum Commission. Some of the movies filmed there include scenes from Rocky (1976), Space Jam (1996), Escape from L.A. (1996), Ali (2001), Soylent Green (1973) and Almost Famous (2000).

History of Welton Becket and Associates

Because Welton Becket and Associates are considered one of the premier post-World War II architects of modern buildings in Los Angeles, a short history of the man and the firm are presented to below.

Welton Becket was born in Seattle, Washington, on August 8, 1902, the son of a builder. As a young man, he dreamed of becoming an architect. After graduating with a degree in architecture from the University of Washington in 1927, he studied for a year at the Ecole des Beaux Arts in Fontainebleau. Becket began his career in Los Angeles in 1929 as a designer-draftsman, and then returned to Seattle to work for his brother, Evro, a builder. During this early period, his work was small-scale and undistinguished. However, in 1933, he formed an auspicious partnership with fellow Washington

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[7] *History of the Los Angeles Memorial Coliseum and the Sports Arena on the Coliseum website located at: http://www.lacoliseum.com/pages/history.shtml*

alumnae, Walter Wurdeman, and together the two men joined the office of a veteran Los Angeles commercial architect, Charles Plummer.

Wurdeman and Becket worked in relative obscurity as many as 80 hours a week, earning little money, in their early years with Plummer. By the late thirties, however, Wurdeman and Becket were designing period revival homes for film stars, including the Tudor Revival-style Montgomery House in Bel Air (1938). But it was their successful 1934 bid to design the Pan Pacific Auditorium in Los Angeles that would alter their future.

Wurdeman and Becket's concept for the auditorium, which they drafted and designed together, reflected the stylistic influences of the 1933 Chicago World's Fair. In an emphatic interpretation of the Streamline Moderne—four flagpole pylons, designed to resemble fins, jutting toward the sky, atop a graceful, curved façade—Wurdeman and Becket created their first iconic Los Angeles building for the automobile age.

As architectural historians David Gebhard and Harriette Von Breton wrote in Los Angeles in the Thirties, the Pan Pacific Auditorium was a "popular, much-admired classic of the new style." It was partially torn down in the mid-1980s, and the surviving façade burned down in 1989.

In 1936, Wurdeman and Becket received an Honor Award from the Southern California chapter of AIA for their design of the Pan Pacific Auditorium. New commissions and publicity helped to expand the office to more than 40 employees in only a few years.

After Charles Plummer died in 1939, Wurdeman and Becket continued their collaboration under the firm's new name, Wurdeman and Becket. During World War II, the firm constructed 14,000 housing units for military families and wartime workers. In 1943, the firm was chosen to design the "House of Tomorrow," a prototype for builder Fritz Burns, in which Wurdeman and Becket presented their vision of postwar living in Los Angeles. The project gained them much needed publicity and, once again, symbolically linked the firm with the future of Los Angeles.

In 1944, Wurdeman and Becket were chosen by P. G. Winnett, the president of Bullock's, to design the new Bullock's Pasadena. For the first time, the firm would also design the interior space of a building. Bullock's Pasadena became one of the first suburban department stores, an elegant building designed in the Late Moderne style that featured a main entrance and motor court in the rear. The parking lot covered nearly six acres. Every detail of the design was overseen by Wurdeman and Becket, including the murals, fixtures, counters and furniture. This concept would be known as "total design."

Wurdeman and Becket designed many more Bullock's stores, including Bullock's Westwood in 1950, considered their finest store. In total, the firm built more than 100 department stores in Southern California and pioneered the concept of the suburban shopping mall.

Through contacts made while working on Bullock's Pasadena, Wurdeman and Becket secured a commission from Mobil Oil Corporation to build their downtown Los Angeles headquarters. It would be

the firm's first office building. In the construction of the General Petroleum Building, Wurdeman and Becket pioneered the use of a lightweight concrete, which gave their buildings the appearance of white rock. The General Petroleum Building's design, with open floor plans consisting of movable partitions and walls, is now widely used within the industry. Their innovative design of the parking structure would also be widely imitated: the garage consisted of an open space, elevators and stairs contained at the center, surrounded by floors that spiraled upward to the top.

In 1947, Wurdeman and Becket constructed another large office building, the Western headquarters of Prudential Insurance Company of America, located at 5757 Wilshire Boulevard. The entire office and retail complex sprawled for two city blocks. In contrast to the General Petroleum Building, with its Art Deco vertical banding and terra cotta exterior, the Prudential Building was built in the International Style, with a solid shaft at its center, flanked by two wings of banded glass.

For the exterior of the building, Wurdeman and Becket again used lightweight concrete. Innovative horizontal sunshield were used on each floor. The 517,000-square-foot Prudential Square, located in the Miracle Mile area, heralded a departure for the Los Angeles business community from a centralized downtown model toward smaller, mini-downtowns, as would ultimately be established in Century City. Wurdeman and Becket began construction of their own office building at 5657 Wilshire Boulevard in 1948, and it was completed in 1949. Wurdeman and Becket would help to transform Wilshire Boulevard into a modern commercial corridor.

By 1949, Wurdeman and Becket had established expertise in building types such as department stores, office buildings, and private homes. With over $100 million worth of commissions, the firm employed 80 people and completely occupied its new five-story Wilshire office building. But personal tragedy struck when Walter Wurdeman died suddenly at the age of 46.

After Wurdeman's death, Welton Becket bought out Wurdeman's heirs and created Welton Becket and Associates, with himself as sole owner. Becket undertook the role of supervising architect for UCLA, which would occupy the bulk of his time until his own untimely death in 1969. The firm was chosen as the university's master planner in 1949 and would transform the UCLA campus over 20 years, responsible for such landmark buildings as the UCLA Center for Health Sciences (1948-1970), Schoenberg Hall (1955), Ackerman Union (1959-60), and Pauley Pavilion (1965).

During the 1950s, Welton Becket and Associates completed many important commissions, including the Beverly Hilton in 1955, LAPD's downtown headquarters at Parker Center in 1955, the Los Angeles Sports Arena in 1959, and perhaps their most iconic building, the Capitol Records Building, in 1955, which was designed by Louis Naidorf in its unique cylindrical shape.

In 1958, Welton Becket and Associates was chosen to oversee the largest urban development in the nation. Private investors paid $43 million in cash for the former 260-acre back lot of Twentieth Century Fox, located between Beverly Hills and Westwood. Developer William Zeckendorf claimed, "Century

City is the first completely planned community in Los Angeles designed specifically for the Freeway Age," in the West Los Angeles Citizen.

As Becket and his firm were responsible for reshaping Wilshire Boulevard, transforming the UCLA campus, inventing the suburban mall, and creating numerous postwar icons such as the Capitol Records Building, so would they transform the landscape of the Westside, effectively building a $500 million "city within a city." Tombstone Street, the Fox set where numerous western scenes were once filmed, would become "Avenue of the Stars." Under their design, 181 acres of the property would be converted into landscaped streets with 88 buildings, including a shopping center, a 600-room hotel, and high-rise apartments and office buildings. Fox retained a lease on the remaining 79 acres.

Becket chose 10,000 Santa Monica Boulevard, the northeast corner of Century City, for the location of Welton Becket and Associates' worldwide corporate headquarters, the first building to be erected on the new site. Costing $2.5 million, and containing 106,000 square feet of space, the Becket Building was constructed in 1960 of concrete and steel, its façade covered with mosaic art. An entrance bridge spanned a reflecting pool and fountains.

Century City's Gateway Buildings, prominently located at Santa Monica Boulevard and Avenue of the Stars, were constructed in 1964. Becket envisioned this section of office buildings as a "spacious collection of aluminum-faced structures comprising of a self-contained business center." The open–air Century City Shopping Center opened in 1964. David Gebhard and Robert Winter, Los Angeles' foremost architectural historians, considered the Century City development "problematic," without any of the "intimacy" and "human scale" of neighboring Beverly Hills. "In fact," they wrote in their book, An Architectural Guidebook to Los Angeles, "the governing idea seems to have been to inspire awe of corporate America via wide avenues and overscaled architecture" (Gehard and Winter).

As a master corporate architect, Welton Becket transformed the landscape of Southern California. By the 1960s, WB&A was internationally recognized, with 32 master plans and 150 additional buildings in progress. The firm had been awarded 66 design excellence awards, locally, nationally, and internationally. In the early 1960s, they completed several significant Los Angeles projects, including the Los Angeles International Airport Theme Building with Pereira & Luckman and Paul Williams; the Pacific Cinerama Dome, the only concrete geodesic dome in the world, according to the Los Angeles Conservancy's Modern Committee; and the Music Center, employing as many as 100 men to fulfill the "total design" concept of WB&A. By 1969 these projects generated nearly $1 billion in revenue. At the top of his profession, with more than 500 employees and operating offices in San Francisco, Chicago, Houston and New York, Becket died suddenly of a heart attack at the age of 66.

Sports Arena Description

The Sports Arena is an ellipse-shaped, multi-use facility, on a north-south axis. It is located in Exposition Park, at the northwest corner of Figueroa Street and Martin Luther King, Jr. Boulevard (formerly Santa

Barbara Avenue). It is the sister facility of the Los Angeles Memorial Coliseum, which is located just to the northwest across an access road.

The architect was Welton Becket & Associates of Los Angeles, hired in 1957, and the contractor was L.E. Dixon Co. from San Gabriel, California. Steel for the framing was purchased from Kaiser Steel, located in Fontana, California. The excavation was begun in 1956 by Guy F. Atkinson Company of Long Beach. In "Preview," a contemporary publicity brochure featuring the Sports Arena, the entrance to the Sports Arena is described:

> At the main east entry, centered between chocolate walkways, is a magnificent memorial fountain, dedicated like the Arena, to those who died in the armed services of our nation. This main entrance is served by a spacious 65-foot wide pedestrian bridge, which spans a sunken forecourt. Three equally commodious entrances are spaced on the south, west and north to facilitate normal pedestrian approach patterns and to permit total dispersal in 15 minutes.[8]

The roof is an elliptical transverse steel truss roof, spanning 315' x 430'. The exterior material of the lower walls is comprised of concrete block construction. There are no exterior windows.

According to articles/ads published at the time of construction, the interior length was 437 feet and the interior width was 317 feet (this assumes the statistic is referring to arena floor level without seating). It is 262 feet in length between permanent seat lines and 144 feet in width between permanent seat lines. Length of floor between columns is 278 feet and width between columns is 160 feet. Floor to roof height managed a 75-foot clearance to the first steel girder. Total arena floor space topped out at 130,000 square feet, with concourse level floor space totaling over 101,000 square feet. Further quotes from "Preview" provide historic details:

> …An exquisite blending of ceramic tile, rubberized terrazzo floors and indirect fluorescent lighting lends an atmosphere of refinement and elegance to all lobbies. Each lobby is readily accessible to recessed banks of concession vending machines and expansive individual counter service provides a diversification of unexcelled refreshments. Colorama seating – commencing with the premium 'golden circle' also includes gray, blue and red upholster – based on the Arena seat prices.
>
> From all four lobbies on the concourse level, the arena floor level is accessible by ramps, stairways or escalators. The lower level main entrance is served by two serpentine exterior ramps leading from the walkways to the sunken forecourt. This landscaped forecourt, flanked on each side by towering Palm trees, is adaptable for trade show displays with a total of 35,850 square feet. At both the north and south entries, 48-inch reversible escalators service the arena level as crowd movement dictates. At the

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[8] *"Preview," Los Angeles Memorial Sports Arena publicity brochure published by the Coliseum Commission, circa 1959, courtesy of the Coliseum Commission.*

> south lobby is a gradual ramp to enable wheelchair spectators to gain easy access. A truck ramp 40 feet wide and 20 feet high permits entry on the west of large display items to the arena level. The permanent 200 feet by 85 feet ice rink can be frozen in six hours. Seating for athletic or production events commences at the area level with 12 rows of portable seats. They connect by a graduated slope to the 28 rows of permanent seats on the concourse level.
>
> …There are no posts to impair vision whether it be sports event, a convention, or an expansive production. Every seat is foam rubber, upholstered, arm chair, designed with 'fireside' viewing in mind.
>
> The Arena's conception and design was dictated to provide unexcelled facilities for press, television, tenant and performer. Permanent press spaces for 45 are on the east side and include a lounge. A convention plan will handle 1000 press representatives. Five radio and TV booths are on the west side. Space for perfect photographic angle are five permanent TV camera platforms. Ringing the arena is a seven foot wide suspended catwalk located to give unlimited TV and still camera positions plus spotlight locations for theatrical productions… A built-in vacuum system permits rapid clean-up.

According to information received from the Commission, there are currently multiple catwalks; the lower level measures six feet wide with 360-degree access and is 62 feet above the arena floor. The upper level catwalk is separated into four catwalks that run the sixth of the facility 75 feet above the arena floor. The permanent press areas are still located on the concourse level. There are four dressing rooms, one official's dressing room and a sixth dressing room reserved for theatrical/production/event personnel.

Character-Defining Features

The Secretary of the Interior's Standards for the Rehabilitation of Historic Properties, as defined in the National Park Service's Preservation Brief , identifies "character-defining features" of a building as the following:

> Character refers to all those visual aspects and physical features that comprise the appearance of every historic building. Character-defining elements include the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment.[9]
>
> The following is a preliminary list of the Sports Arena's character-defining features:
>
> - Setting and location

[9] *Lee H. Nelson, FAIA, Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Identifying Their Character (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1998), online version available on the National Park Service website at: http://www.nps.gov/hps/tps/briefs/brief17.htm.*

- Elliptical transverse steel truss roof
- Memorial fountain and plaque
- Main entrance
- Ticket offices
- Signage
- Terrazzo flooring
- Lighting
- Hallways
- Restrooms
- Locker rooms/dressing rooms
- Plaques
- Concession areas
- Escalators
- Seating
- Catwalk
- Camera platforms
- Press areas
- Scoreboard

Alterations to Character-Defining Features

The Sports Arena has been altered, primarily on the interior. In the early 1980s, the Clippers moved to Los Angeles and the Sports Arena and required several upgrades to the building, including the locker rooms and the creation of the Clipper Club. The building was also damaged in the 1994 Northridge earthquake and required seismic retrofitting, which was accomplished in 2002. Other changes include the replacement of original signage and the original terrazzo floor. On the outside of the building, the most significant change occurred when the main entrance was moved from the east side to the south side of the parking lot. The move also introduced the only addition to the building, the ticket office. The other physical exterior change occurred when the original tile that covered the roof and gave it a blue tint was replaced with a different material that has a green tint. These alterations and modifications are discussed further below. Figures IV.D-1 through IV.D-4 beginning on page IV.D-24 illustrate most of the features discussed below. All photographs were taken on January 25, 2006.

Exterior

Roof

The original roof material, which was a blue tile specifically chosen for this structure, was replaced during the 2002 seismic retrofitting with a green Exterior Insulating Finishing System (EIFS). Currently, the roof consists of large vertical panels with standing seam between them. The new color and material were chosen to match the roof of the Swim Stadium and other structures on the Exposition Park campus. Additionally, the older material was in poor condition and the type of tile could not be replicated, in part due to cost. See View 1 in Figure IV.D-1.

Main entrance

As designed, the main entrance was located on the east side, facing Figueroa Street. This entrance was situated to take advantage of pedestrians and vehicles accessing the site from the boulevard. From Figueroa, patrons passed the memorial fountain (described below) and by parallel lines of palm trees and reached the 20 doors by passing over the forecourt on a 65-footwide pedestrian bridge. See View 2 in Figure IV.D-1.

Fountain

The fountain measures approximately 8' x 8', and is surrounded by a low, poured concrete wall. At the west side of the fountain is the original commemorative inscription, which measures 4' by 5', is constructed of bronze and is positioned on four solid concrete tubes (this last item being a more modern addition). The plaque was originally set in the grass on the front, or east side, of the fountain. The fountain appears to have been out of use since the 1970s. The raised inscription reads:

"LOS ANGELES MEMORIAL SPORTS ARENA
IN MEMORY OF THOSE WHO DIED AND IN RECOGNITION
OF THOSE WHO SERVED IN WORLD WAR II, KOREA AND VIETNAM"

Ticket Office(s)

Original ticket offices were located on the east and west facades of the building. The current, main ticket office is located just to the left of the south entrance. See View 3 in Figure IV.D-1.

Interior

Dressing Rooms/Locker Rooms

There were originally four dressing rooms located on the northwest corner of the Arena Level. While the location of the dressing rooms/locker rooms has remained the same, two additional locker rooms were added. There were actually at least two periods of remodeling: 1) when the Clippers moved into the Sports Arena, which required significant changes and upgrades (1984) and 2) when the seismic retrofitting was required and completed in 2002. See View 4 in Figure IV.D-1.

Concession areas

All the concession areas have been changed over time; most recently, a few were altered when the seismic retrofitting was completed in 2002. All are in the original location. See View 5 in Figure IV.D-2.

First Aid Office

The First Aid office is currently located on the north side of the east entrance. It was originally located in the Arena Level. See View 6 in Figure IV.D-2.

Restrooms

Arena Level: All four of the restrooms are located in the original locations. Concourse Level: All the restrooms on the Concourse Level have been altered in some manner, either with new sinks, toilets, tile or flooring. See View 7 in Figure IV.D-2.

Seats

Portable/Floor seats are apparently not the original folding chairs. Concourse seats are believed to be original. Loge: these are believed to be original. See View 8 in Figure IV.D-2.

Terrazzo

The original terrazzo floors have been removed and replaced with the current terrazzo in 2002, which is grey/white and red swirls with reflective pieces scattered about near the east entrance. See View 9 in Figure IV.D-3.

Plaques

These two original plaques have been moved to new locations in the venue (see Views 10 and 11 in Figure IV.D-3):

View 1: Close up view of roof material.

View 2: Looking west across fountain to original (Figueroa Street) entrance.

View 3: Box office.

View 4: Looking north at dressing rooms.

Source: PARKER Environmental Consultants, September 2010.

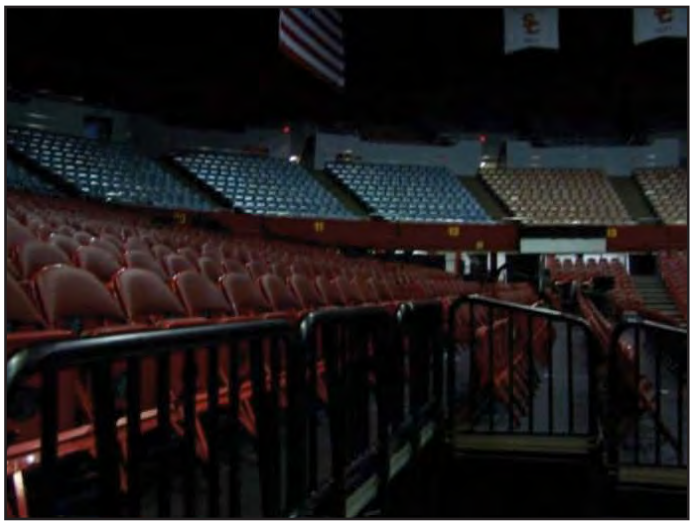
CAJA Environmental Services, LLC

Figure IV.D-1
Photographs of Character Defining Features
Views 1 through 4

View 5: Example of concession area.

View 6: First aid office (new location).

View 7: Remodeled women's restroom.



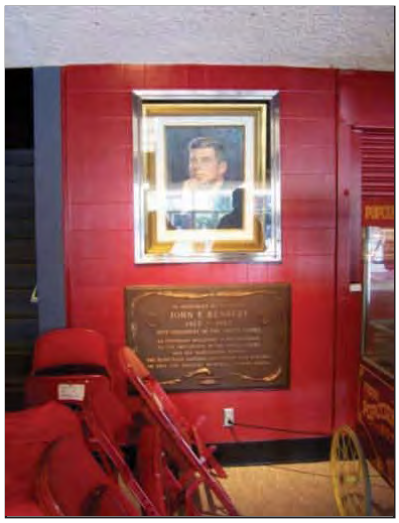
View 8: Floor seating, not original.

Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.D-2
Photographs of Character Defining Features
Views 5 through 8

View 9: General view of hall with new tile.



View 10: John F. Kennedy plaque.

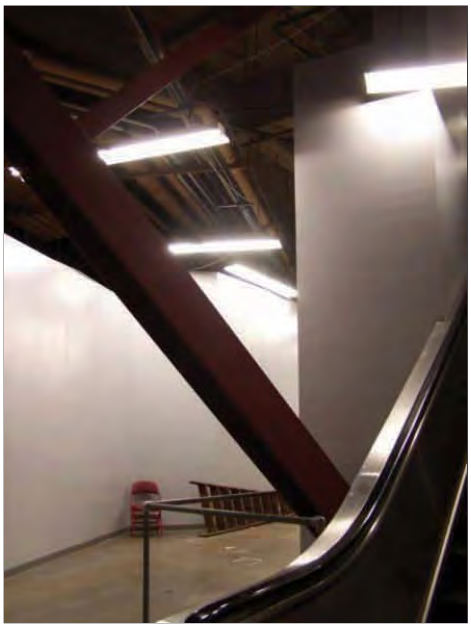
View 11: Richard M. Nixon portrait and plaque.

View 12: Looking north. January 25, 2006.

Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.D-3
Photographs of Character Defining Features
Views 9 through 12



View 13: North escalator. Note bracing.

View 14: Example of signage and bracing.

Source: PARKER Environmental Consultants, September 2010.

CAJA Environmental Services, LLC

Figure IV.D-4
Photographs of Character Defining Features
Views 13 and 14

John F. Kennedy - the commemorative plaque honoring President John F. Kennedy was moved from the east entrance to the south concourse across from the lobby, and a portrait of the former President was placed inside an enclosed glass cabinet above it.

Richard M. Nixon – the plaque honoring former President Richard M. Nixon is just the right of the Kennedy plaque. It is located inside the enclosed glass cabinet containing his portrait.

Press Boxes

There were Press Boxes at the time the building opened. However, according to David Bentley, the east and west Press Boxes were added for the Clippers in 1984. The Working Press box was also added at a later date.

Camera Platforms

These have been added over time.

Lighting

The lighting for the concourses is located in the same location but elements have been changed. See View 12 in Figure IV.D-3.

Catwalk

According to the early drawings, data and conversation with David Bentley, the catwalk(s) are original.

Scoreboard

The scoreboard hanging center is original. See View 12 in Figure IV.D-3.

Escalators

Parts of the escalators have been removed and/or replaced over the course of time due to regular maintenance or required replacement. See View 13 in Figure IV.D-4.

Signage

According to David Bentley, all of the signage has been replaced with more modern panels, but these are mounted. See View 14 in Figure IV.D-4.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Pursuant to Section 15064.5 of the CEQA Guidelines, an historical resource is presumed significant if it is listed on the CRHR or has been determined to be eligible for listing by the SHRC. An historical resource may also be considered significant if the lead agency determines, based on substantial evidence, that the resource meets the criteria for inclusion in the CRHR. CEQA also contains the following additional guidelines for defining an historical resource:

- California properties formally determined eligible for, or listed in the NRHP (Section 5024.1.d.1);
- those resources included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code;
- those resources that a lead agency determines to be historically significant (generally, if it meets criteria for listing on the CRHC), provided the determination is supported by substantial evidence; or
- those resources a local agency believes are historical for more broadly defined reasons than identified in the preceding criteria.

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.

Project Impacts

Determination of Eligibility

The Los Angeles Memorial Sports Arena is now more than 50 years of age and is being evaluated in this report to determine if it meets the criteria of eligibility for listing in the California Register of Historical

Resources. At the outset, it was established that several historical contexts would apply. This includes Exposition Park, in which the Sports Arena is located; the efforts to build an arena in Los Angeles; national examples of sports facilities; existing venues in Los Angeles before and after the Sports Arena was constructed; and events that took place at the venue since it opened in 1959. Within this last context, the Sports Arena appears to meet California Register Criterion 1, for its association with important social and cultural events in Los Angeles.

The Sports Arena was the first such venue in Los Angeles that could accommodate up to 18,000 seated patrons under one roof. The Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of events. Civic boosters hoped this type of structure and the events it would attract would boost the city's reputation, to match the city's growing population and its status as the third largest city in the country.

The idea was put to the voters more than once, but in the end, it took some creative thinking and initiative, as well as an act of the governor to get the funding. The Sports Arena was built to accommodate basketball and hockey teams, as well as to present organizations such as the Democratic National Convention and Ringling Brothers & Barnum and Bailey Circus an indoor arena for their events which did not exist in Los Angeles at the time.

The period of significance for the Sports Arena has been established as 1959 to 1967. This eight-year span includes the opening of the structure by Vice President Nixon on July 4th of that year, and opening of the Great Western Forum in Inglewood. This end date also coincides with the beginning of the "superstadium" era, when venues such as the Sports Arena were becoming obsolete and outdated.

By the time the Sports Arena was built in 1959, there was one baseball field (Wrigley Field), one auditorium (Philharmonic), two indoor sports arenas (Grand Olympic Auditorium and Pan Pacific Auditorium) and one stadium (Coliseum) located in Los Angeles. By 1967, UCLA was ensconced in their own Pauley Pavilion sports facility to showcase their perennial national championship basketball team, Dodger Stadium was in use for major league baseball, and the Forum had opened for use by the Los Angeles Lakers and the Kings. By 1967, the Sports Arena was no longer the only "game" in town. Therefore, the building needs to retain integrity from that period of significance (1959-1967) if it is to be considered eligible for the California Register under any criterion.

Integrity. Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

The Sports Arena retains integrity of location, setting, feeling and association. Location is the place where the Sports Arena was constructed or the place where the historic events occurred. The Sports Arena has not been moved, the building is in the same location as when it was originally constructed, and the interior plan is largely unchanged.

As described in National Register Bulletin #15, setting is identified as the physical environment of the Sports Arena.[10] The setting refers not only to the site on which the Sports Arena was constructed, but also its relationship to surrounding features and open space. The immediate setting would include the Coliseum, Christmas Tree Lane, and the parking lot to the south. These are unchanged from the period of significance. Moreover, although there are newer buildings in the north part of Exposition Park these are not significant to the setting discussion. Although the neighborhood surrounding Exposition Park has changed since 1959, it is still both urban and collegiate, and dominated on the east by the broad Figueroa Street and the Harbor Freeway. The one change to the setting is the fountain and memorial plaque, located on the east side of the pedestrian walkway at the east entrance. The fountain has not been functional since the 1970s, and the plaque has been lifted from the ground and placed on several posts just on the west side of the fountain. However, because the fountain is still in situ, the fact that it is no longer functioning does not diminish the integrity of setting.

Association is defined as "the direct link between an important historic event or person and a historic property." Because the Sports Arena is sufficiently intact, in the sense that the building retains its original shape and size and the interior plan is largely unchanged from the end of the period of significance (1967) as it did during the period of significance, association is still retained.

Excerpted below are the descriptions of "design" according to National Register Bulletin #15:

> Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

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[10] *Patrick W. Andrus and Rebecca H. Shrimpton, National Register Bulletin 15: How to Apply the National Criteria for Evluaation (Washington, DC: U.S. Department of the Interior, National Park Service, 1990, rev. ed. 1998), 44-45.*

Design also:

> ...Reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing…

In this case, the exterior design of the Sports Arena does appear to be intact. The most significant change was the addition of the ticket office on the south side, which moved the main entrance from the east to the south. This should be a reversible change. Similarly, the blue tint of the roof is gone, because the blue tiles were removed. This, too, is a reversible alteration. The interior design, primarily the organization of space, proportion and scale are relatively unchanged since the building was opened to the public. Materials have been changed, and much of the original technology and ornamentation is gone. Therefore, the design of the interior is not intact.

Materials are the "physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property."

Externally, there have been several changes, such as the roof material, the moving of the main entrance from the east side to the south side and the addition of the ticket area to facilitate this change. The shape and size of the roof is intact; it is mainly the exterior material, the tiles, which have been replaced. The original blue tiles were apparently chosen specifically at the time. However, that material is no longer available and the contractors chose to replace it with a different matter. The color has changed from blue to green, which matches surrounding buildings and provides some continuity. From the outside, the integrity of design has been diminished.

Internally, there have been various changes over time, including the terrazzo floors, the concession stands, the bathrooms, the signage and the introduction of seismic braces elements. Original historic material remains, such as the original seats and the organization of space at the concourse level. Loss of historic fabric, part of the original design, affects the integrity of design.

Workmanship is defined as "the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory." This usually refers to craftsmanship, unique or artisan details, methods of construction and/or building techniques. Two construction items have been identified as important aspects of workmanship: the longest single truss ever erected at the time and the blue tile roof. The truss remains, but it is not the longest ever erected anymore, and the blue tiles have been removed and replaced with a different type and color of roof material.

Furthermore, the Sports Arena does not exhibit any of Welton Becket's innovative techniques that were used in earlier designs, such as overseeing every detail of the design ("total design"), or techniques used in the General Petroleum Building/Garage and the Prudential Building. The Sports Arena interior followed the design of most arenas of the period, although it may have been one of the earlier ones that

did not have obscured seating (due to support posts). Based on this information, it does not appear that there is overriding importance in the workmanship of the Sports Arena.

Therefore, the Sports Arena appears to retain integrity of setting, location and association, but lacks integrity of design, materials and workmanship.

Criteria for evaluating the significance of historical resources.[11]

To be eligible for the California Register of Historical Resources, an historical resource must be significant at the local, state or national level under one or more of the following four criteria:

1) *It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;*

The Sports Arena is a multi-purpose facility, despite its official name. However, it was the idea that Los Angeles needed professional sports teams that motivated civic leaders who saw the need for an enclosed sports structure as a way to lure professional sports teams to the area. These promoters saw the lack of professional sports in Los Angeles as a significant cultural inequality with cities of equal or even lesser population. There were several sports facilities in use from the time planning began until the arena was opened to the public, but none quite like the Sports Arena.

Local boosters recognized there was a gap between the enclosed Grand Olympic Auditorium downtown and the Pan Pacific Auditorium in the Fairfax area, which sat only 6,000 people, and the open-air Coliseum and Rose Bowl, which sat up to 90,000, located near downtown Los Angeles and in Pasadena, respectively. There was a recognized need by the civic leaders for a modern, enclosed facility that sat around 15,000-20,000 and would allow the city to compete with other cities for conventions, rallies, sports teams and exhibits.

The Sports Arena was to be modern, air-conditioned, and have the most up-to-date amenities; it was a venue that would attract audiences as well as organizations and the press (especially television media). The design would take into account the need for ample space for the media and would be multi-functional. At the time, there were no other facilities that could meet those requirements. It required many years and significant efforts to find a suitable location and creative ways to obtain the funding for construction.

Numerous events occurred at the Sports Arena that would be considered important to the history of both Los Angeles and Southern California, as well as to local, state and national politics and civil rights issues. In 1960, the Democratic National Convention nominated John F. Kennedy for the Democratic Party's

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[11] *California Register of Historical Resources criteria: PRC Section 5024.1(c).*

candidate for President at the Sports Arena. The 1961 Freedom Rally, sponsored by the Western Christian Leadership Conference, featured Dr. Martin Luther King, Jr. as their primary speaker. At the time, it was believed to be the largest gathering of African Americans in Southern California. The Sports Arena was where Wilt "The Stilt" Chamberlain played his first professional basketball game, with the Philadelphia Warriors against the Los Angeles Lakers (although Chamberlain would later join the Lakers).

It was where the first professional hockey team in Los Angeles, the Kings, played until the Great Western Forum was finished and where semi-professional hockey was played from 1959 to 1967 (the Blades); it was where semi-professional and professional basketball teams such as the Jets, the Stars, the Clippers and the Lakers played; college basketball teams from UCLA and USC played here; the NCAA held their tournament here; as well as boxing matches. Other events that were held at the Sports Arena included rodeos, home shows, auto shows, circuses, water follies and roller derbies. Also, anti-communism classes, conventions, rallies, conventions and fundraisers were hosted at the Sports Arena.

Although the period of significance has been established as 1959 to 1967, the Sports Arena has continued to provide space and accommodation for local professional sports teams, college sports and tournaments, as well as fulfilling the function to house a variety of other exhibitions, shows and gatherings. Furthermore, although the building lacks integrity of materials and workmanship, it does retain enough integrity of exterior design to convey the original design.

Therefore, the Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history.

2) *It is associated with the lives of persons important to local, California, or national history;*

The Sports Arena has been visited or employed by or otherwise associated with many important persons in architecture, politics, sports and entertainment. In order for the Sports Arena to be eligible under this criterion, it is generally accepted that a resource illustrates a person's most important achievements, and had a close personal association. This usually reflects the time period during which the person achieves significance or during their productive life. The Sports Arena does not appear to meet this criterion because the appearances there by important persons such as John F. Kennedy and Martin Luther King, Jr. were of short duration.

3) *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;*

Welton Becket, a well-respected and well-known architect in the Los Angeles area, designed the Sports Arena. Although it was not the only indoor sports facility (Pan Pacific Auditorium and Pauley Pavilion), or structure used for musical events (the Music Center in downtown Los Angeles) Becket and his company designed, it was the recipient of a Southern California Chapter, American Institute of Architects Grand Prix award in 1963. Along with 30 other buildings in the Los Angeles region, the Sports Arena

was singled out as a "prime example of post-World War II architecture"; three other Becket designs also received this honor that year.

The Sports Arena was constructed in such a manner that there were no internal poles or posts that could obstruct view of the activities on the floor. It kept the cost of the building down by limiting the amount of steel needed for construction. At the time, this included the longest single truss ever erected on an arena. The Sports Arena also embodies the characteristics of an arena, as described above. However, there is no evidence that any of the innovative techniques that epitomized Becket's designs, particularly those constructed in the 1940s and 1950s, were employed in the design of the Sports Arena. The exterior design of the Sports Arena is intact or changes are reversible, but the materials are not intact. It does not represent the work of Welton Becket and his architecture firm, and it does not possess high artistic value. Therefore, the Sports Arena does not appear to meet this criterion.

4) *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.*

There is no reason to believe that the Sports Arena has yielded, or will yield information important to the prehistory or history of the local area, California, or the nation.

Conclusion

In conclusion, the Los Angeles Memorial Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history. It does not appear to meet Criteria 2, 3, or 4. As such, the impacts associated with the proposed removal of the Sports Arena under Criterion 1 would be considered potentially significant.

MITIGATION MEASURES

The Proposed Project would result in the demolition of a significant historic resource, the demolition of which would constitute an unavoidable adverse impact upon the environment. There are no mitigation measures available for the loss of a facility, which has association with events that have made a significant contribution to Los Angeles history. Nevertheless, the following mitigation measures are recommended to document the Sports Arena for posterity:

MM D-1. Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following:

a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information;

b) Duplicates of historic photographs, if available;

c) Duplicates of original drawings, if available; and

d) Large format (4-inch by 5-inch negative or larger) black and white 35-millimeter photographs based on HABS guidelines. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.

LEVEL OF IMPACT AFTER MITIGATION

The removal of the Sports Arena, which has association with events that have made a significant contribution to Los Angeles history, would be considered significant and unavoidable.

IV. ENVIRONMENTAL IMPACT ANALYSIS
E. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

Regulatory Framework

The Project Site is subject to regulation of surface water by the United States Environmental Protection Agency (USEPA), the California State Water Resources Control Board (SWRCB), the Los Angeles Regional Water Quality Control Board (LARWQCB), and the County and City of Los Angeles. Regulations include both requirements for direct and indirect permits that regulate surface water discharges and other waster quality programs and requirements.

Applicable Federal Regulations

Clean Water Act

The USEPA regulates water quality under the Clean Water Act (also known as the Federal Water Pollution Control Act). Enacted in 1972, and significantly amended in subsequent years, the Clean Water Act is designed to restore and maintain the chemical, physical, and biological integrity of waters in the United States. The Clean Water Act provides the legal framework for several water quality regulations, including National Pollutant Discharge Elimination System (NPDES) Permits, effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge regulation, and wetlands protection.

The Clean Water Act requires NPDES permits for the discharge of pollutants to waters of the United States. In 1987, the Clean Water Act was amended to require that the USEPA establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. The USEPA published final regulations regarding stormwater discharges on November 16, 1990. The regulations require that municipal separate storm sewer system (MS4) discharges to surface waters be regulated by a NPDES permit.

The USEPA has delegated the responsibility for administration of portions of the Clean Water Act to state and regional agencies. The Clean Water Act requires states to adopt water quality standards for receiving water bodies and to have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing, etc.), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that support a particular use.

National and State Safe Drinking Water Acts

The Federal Safe Drinking Water Act, established in 1974, sets drinking water standards throughout the country and is administered by the USEPA. The drinking water standards established in the Act, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (Primary Standards, Title 40, CFR, Part 141) and the National Secondary Drinking Water Regulations (Secondary Standards, 40 CFR Part 143). California passed its own Safe Drinking Water Act in 1986 that authorizes the State's Department of Health Services (DHS) to protect the public from contaminants in drinking water by establishing maximum contaminants levels (MCLs), as set forth in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15, that are at least as stringent as those developed by the USEPA, as required by the federal Safe Drinking Water Act.

Federal Anti-degradation Policy

The Federal Anti-degradation Policy (Title 40, CFR §131.12) requires states to develop statewide anti-degradation policies and identify methods for implementing them. Pursuant to this policy, state anti-degradation policies and implementation methods shall, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the Federal Anti-degradation Policy.

Applicable State and Local Regulations

California Toxics Rule

The California Environmental Protection Agency (CalEPA) has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health. Due to the intermittent nature of stormwater runoff, especially in southern California, the acute criteria are considered to be more relevant to stormwater than are the chronic criteria.

California Toxics Rule criteria for certain metals are expressed as a function of hardness because hardness and/or water quality characteristics that are usually correlated with hardness can reduce or increase the toxicities of some metals. Hardness is used as a surrogate for a number of water quality characteristics that affect the toxicity of metals; increasing hardness has the effect of decreasing the toxicity of metals. At higher hardness values for the receiving water, copper, lead, and zinc are more likely to be complexed (bound with) components in the water column; this, in turn, reduces the bioavailability and resulting potential toxicity of these metals.

California Porter-Cologne Act

The Porter-Cologne Water Quality Control Act (embodied in the California Water Code) established the principal California legal and regulatory framework for water quality control. The California Water Code authorizes the SWRCB to implement the provisions of the Federal Clean Water Act including the authority to regulate waste disposal sites and to require cleanup of discharges of hazardous materials and other pollutants. The California Water Code also establishes reporting requirements for unintended discharges of hazardous substance, sewage, or oil or petroleum products.

Under the California Water Code, the State of California is divided into nine regions governed by regional water quality control boards (RWQCB) and under the guidance and review of the SWRCB, implement and enforce provisions of the California Water Code and the Clean Water Act. Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region. The Basin Plan must conform to the policies set forth in the California Water Code and established by the SWRCB in its state water policy. The California Water Code also provides RWQCBs the authority to include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Construction Permits

Pursuant to the Clean Water Act Section 402(p), requiring regulations for permitting of certain stormwater discharges, the SWRCB has issued a statewide general NPDES Permit and Waste Discharge Requirements for stormwater discharges from construction sites (NPDES No. CAS000002) California Water Resources Control Board Resolution No. 2001-046, Modification of Water Quality Order 99-08-DWQ SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity (adopted by the SWRCB on April 26, 2001). Effective July 1, 2010 all dischargers are required to obtain coverage under the Construction General Permit Order 2009-0009-DWQ adopted on September 2, 2009. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

Under this Construction General Permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB. Each Applicant under the Construction General Permit must ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared prior to grading and implemented during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction.

Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from MS4s. Under Phase I of the Program, which started in 1990, the RWQCBs have adopted NPDES stormwater permits for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities. Most of these permits were issued to a group of co-permittees encompassing an entire metropolitan area.

In 2001, the LARWQCB issued an NPDES Permit and Waste Discharge Requirements (Order No. 01-182) under the Clean Water Act and the Porter-Cologne Act for discharges of urban runoff in public storm drains in Los Angeles County. The Permit was amended on September 14, 2006 by Order No. R4-2006-0074. The permittees are the Los Angeles County cities (including the City of Los Angeles) and the County (collectively "the Co-permittees"). The MS4 permit details requirements for new development and significant redevelopment, including specific sizing criteria for treatment BMPs and flow control requirements.

To implement the requirements of the NPDES permit, the Co-permittees have created development planning guidance and control measures that control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The Co-permittees are also required to implement other municipal source detection and elimination programs, as well as maintenance measures.

Stormwater Quality Management Program

The Los Angeles County MS4 Permit requires the Co-permittees to implement a Stormwater Quality Management Program (SQMP). The SQMP summarizes the program components the Co-permittees will implement to comply with the MS4 Permit. The Los Angeles County MS4 Permit contains the following provisions for implementation of the SQMP by the Co-permittees:

- General Requirements – Each Permittee is required to implement the SQMP to comply with applicable storm water program requirements and implement additional controls where necessary to reduce the discharge of pollutants in stormwater to the maximum extent practicable.

- BMP Implementation – Permittees are required to implement the most effective combination of BMPs for stormwater/urban runoff pollution control.

- SQMP Revision – Permittees are required to revise the SQMP to comply with regional, watershed specific requirements, and/or waste load allocations for implementation of TMDLs for impaired waterbodies.

- Responsibilities of the Principal Permittee – The responsibilities of the Los Angeles County Department of Public Works (as the Principal Permittee) include, but are not limited to,

coordinating activities necessary to comply with the NPDES permit, providing personnel and fiscal resources to prepare SQMP updates and annual reports and summaries of reports required under the SQMP, and implementing a County-wide Monitoring Program and evaluating results of the monitoring program.

- Responsibilities of Co-permittees – Each Co-permittee is required to comply with the requirements of the SQMP applicable to the discharges within its boundaries.
- Watershed Management Committees (WMCs) – WMCs are comprised of a voting representative from each Permittee within the Watershed Management Areas (WMAs). WMCs are required to facilitate efforts and exchange of information between Co-permittees, establish additional goals for WMAs, prioritize pollution control efforts, monitor implementation of tasks designated for the WMA, and assess the effectiveness of and recommend revisions to the SQMP.
- Legal Authority – Co-permittees are granted the necessary legal authority to prohibit non-storm water discharges to the storm-drain system.

The objective of the SQMP is to reduce pollutants in urban stormwater discharges to the maximum extent practicable in order to attain water quality objectives and to protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the SQMP. These provisions include:

- BMP substitution;
- Public Information and Participation Program (PIPP);
- Industrial/Commercial Facilities Control Program;
- Development Planning Program;
- Development Construction Program;
- Public Agency Activities Program; and
- Illicit Connections and Illicit Discharges Elimination Program.

Standard Urban Stormwater Mitigation Plan (SUSMP)

On March 8, 2000, the development planning program requirements, including the SUSMP requirements (collectively, development planning program requirements, including SUSMP requirements, are referred to in this EIR/EIS as SUSMP requirements) were approved by the LARWQCB as part of the MS4 program to address stormwater pollution from new construction and redevelopment. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control

peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP defines, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size.

Finalized in September 2002, the County of Los Angeles' Manual for the Standard Urban Stormwater Mitigation Plan details the requirements for new development and significant redevelopment BMPs (Los Angeles County, 2002) (the "Manual"). The Manual is a model guidance document for use by the Co-permittees and certain individual project Applicants to select post-construction BMPs and otherwise comply with the SUSMP requirements. The Manual addresses water quality and drainage issues by specifying design standards for structural or treatment control BMPs that infiltrate or treat stormwater runoff and control peak flow discharge. BMPs are defined in the Manual and SUSMP requirements as "any program, technology, process, sizing criteria, operational methods or measures, or engineered systems, which, when implemented, prevent, control, remove, or reduce pollution." Treatment BMP design criteria and guidance are also contained in the Los Angeles County MS4 Permit, the Manual, and in the Technical Manual for Stormwater Best Management Practices in the County of Los Angeles, issued by the Los Angeles County Department of Public Works in February 2004.

General Waste Discharge Requirements for Dischargers of Groundwater From Construction and Project Dewatering

The LARWQCB has issued a General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit"). This permit addresses discharges from temporary dewatering operations associated with construction and permanent dewatering operations associated with development. The discharge requirements include provisions mandating notification, sampling and analysis, and reporting of dewatering and testing-related discharges. The General Dewatering Permit authorizes such construction-related activities so long as all conditions of the permit are fulfilled.

City of Los Angeles Water Quality Compliance Master Plan for Urban Runoff (WQCMPUR)

The WQCMPUR was developed in response to City Council Motion CF 07-0663, dated March 2, 2007, calling for reducing pollution from urban runoff. The WQCMPUR was developed through a combined effort of the Management Committee (Mayor's Office, Council Districts 1 and 11, Office of the Chief Legislative Analyst, Board of Public Works, Bureau of Sanitation), the Project Team, and stakeholders. The WQCMPUR provides a description of the Los Angeles watersheds, the concerns about the quality of urban runoff, the ongoing City efforts to address those concerns, a strategy for future urban runoff management, and a financial plan to support this strategy.

The primary goal of the WQCMPUR is to help meet water quality regulations. Implementation of the WQCMPUR over the next 20 to 30 years is expected to result in cleaner neighborhoods, rivers, lakes and bays, augmented local water supply, reduced flood risk, more open space, and beaches that are safe for

swimming. The WQCMPUR also supports the Mayor and Council's efforts to make Los Angeles the greenest major city in the nation. The underlying themes of the WQCMPUR are as follows:

- Identifying where the beneficial uses of our waters are impaired, and applying technologies and strategies to improve water quality;
- Planning and building more livable, healthier and sustainable communities;
- Investing in research and technologies to support allocation of City tax dollars to work toward the most cost effective solutions;
- Reducing administrative barriers and fostering new partnerships among City departments, allowing for a clearer focus on water quality improvement;
- Increasing public involvement and participation through education and outreach, creating a strong stewardship mentality among citizens;
- Leveraging the strength and motivations of the residents of Los Angeles to build, support, and to share in the achieving of our mission; and
- Conducting assessments of the implementation of the plan, and the progress towards meeting water quality regulations in each watershed.

Chapters 1 through 8 of the WQCMPUR present an overview of the existing status of urban runoff management in the City. Some of the elements in this part include a description of the four watersheds in the City, urban runoff pollutant sources and their distribution over the City, regulatory requirements for water quality, existing watershed management, and related plans for compliance with regulatory requirements. Chapter 9 looks at the future of urban runoff management in the City and distinguishes between three initiatives, which include the following:

- Water Quality Management Initiative - discusses the various technical components that go into developing projects for the Water Quality Management Plans to comply with stormwater regulations;
- Citywide Collaboration Initiative – discusses what is needed to revise and develop City policies, ordinances, and guidelines for urban development and redevelopment to focus on green solutions, Low Impact Development (LID), and stormwater use while increasing coordination Citywide;
- Outreach Initiative – discusses how the City will enhance outreach activities to reach target audiences, and establish methods to quantify the water quality benefits achieved through outreach activities.

Chapter 10, the financial plan, evaluates current and future revenues, and provides an estimate of the costs needed for implementing the strategies proposed by the WQCMPUR as well as opportunities for funding.

In summary, the WQCMPUR takes a comprehensive view of our City and provides the strategic directions for managing urban runoff over the next 20 to 30 years. However, urban runoff management is an area with many remaining technical unknowns in an ever-changing public policy landscape. The WQCMPUR will be revisited to adjust its course in response to demographic, regulatory, political, and technological changes.

Existing Conditions at the Project Site

Surface Water

The 15-acre Project Site consists of mostly impermeable surfaces as the site is developed with the Sports Arena structure, concrete paved walkways and asphalt covered parking areas. It is estimated that approximately 10 to 15 percent of the 15-acre site is covered with permeable landscaped areas. Surface water from the site is conveyed in part to the landscaped areas, with excess runoff diverted to the surface gutters and storm drain inlets in Figueroa Street and Martin Luther King, Jr. Boulevard. Surface water runoff is conveyed from the site to the Los Angeles River Flood Control Channel through a network of reinforced concrete pipes.

THRESHOLDS OF SIGNIFICANCE

Surface Water Hydrology

The City of Los Angeles *CEQA Thresholds Guide* states that a project would normally have a significant impact on surface water hydrology if the project would result in the following:

(a) Cause flooding during the projected 50-year developed storm event, which would have the potential to harm people or damage property or sensitive biological resources;

(b) Substantially reduce or increase the amount of surface water in a water body; or

(c) Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

Groundwater Level

The City of Los Angeles *CEQA Thresholds Guide* states that a project would normally have a significant impact on groundwater level if the project would result in the following:

(d) Change potable water level sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or to respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private); or
- Adversely change the rate or direction of flow of groundwater.

or

(e) Result in demonstrable and sustained reductions of groundwater recharge capacity.

Surface Water Quality

Based on the City of Los Angeles *CEQA Thresholds Guide*, a project would have a significant impact on water quality if:

(f) It discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

Groundwater Quality

Based on the City of Los Angeles *CEQA Thresholds Guide*, a project would result in a significant impact on groundwater quality if the project would result in the following:

(g) Expansion of an area affected by contaminants;

(h) Increase the level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or

(i) Cause regulatory water quality standards at an existing production well to be violated, as defined in the CCR, Title 22, Division 4, Chapter 15 and in the Safe Drinking Water Act.

ENVIRONMENTAL IMPACTS

Surface Water Quality

During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and removal and re-compaction or replacement of fill areas. (Sediment is not typically a constituent of concern during the long-term operation of developments similar to the Project because sites are usually paved, and proper drainage infrastructure is installed.) Other pollutants that could affect surface-water

quality during the Project construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides). As discussed above, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB. Under the Construction General Permit, the project contractor must ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared prior to grading and implemented during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site during construction. Mitigation Measure E-1 provided below requires the Project Applicant to prepare a SWPPP to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits.

Once the Project has been constructed with either Options 1 or 2, urban runoff from the Project Site would have the potential to include all of the above contaminants. Trace metals from pavement runoff and landscape maintenance debris may be mobilized in wet-season storm runoff from driveway areas and landscaping, and in dry-season "nuisance flows" from landscape irrigation. Liquid product spills occurring at the Project Site could also enter the storm drain. Dry product spills could enter the storm drain via runoff in wet weather conditions or dry-season "nuisance flows."

The Project Applicant would be required to prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program for both Options 1 and 2. The SUSMP shall detail the treatment measures and BMPs to control pollutants associated with a storm event producing ¾-inch of rainfall in a period of 24 hours prior to its discharge to the public storm drainage system. The SUSMP also would include an erosion control plan that outlines erosion and sediment control measures that would be implemented during the post-construction phases of Project development. Table IV.E-1 outlines the SUSMP requirements and the corresponding BMPs that would be incorporated into the Project. In addition, the SUSMP would include construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. It would also describes the post-construction BMPs (e.g., biofiltration swales, flow-through planters, and educational materials) used to reduce pollutant loadings in runoff and percolate once the site is occupied and would set forth the BMP monitoring and maintenance schedule and responsible entities during the post-construction phases. Preparation and implementation of the SUSMP would ensure that water quality impacts of the Project would be minimized and that the Project would not violate any water quality standards. Therefore, Project impacts related to surface water quality would be less than significant.

Table IV.E-1
SUSMP Requirements and Corresponding BMPs

SUSMP Requirement	Criteria/Description	Corresponding BMPs
1. Peak Stormwater Runoff Discharge Rates	To comply with Los Angeles County Urban Flood Protection requirements, the Post-development runoff from the 25-year storm shall not exceed the predevelopment peak flow rate, from the 25-year storm.	25-year post-development peak flows would be controlled to levels that are equal to or less than existing conditions.
2. Conserve Natural Areas	• Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition. • Limit clearing and grading of native vegetation at a site to the minimum amount needed to build lots, allow access, and provide fire protection. • Maximize trees and other vegetation at each site, planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Promote natural vegetation by using parking lot islands and other landscaped areas. • Preserve riparian areas and wetlands.	The Project Site is located in a densely urbanized setting. The Project entails redevelopment of existing areas that have a high level of impervious cover. There is limited existing open space on the Project Site, and no riparian features. Under both Option 1 and 2 the Proposed Project would result in an increase in pervious area and would thus decrease surface water runoff as more water would be able to be captured and filtered by landscaped areas. The Project would include landscape features with drought tolerant native vegetation and trees. Treatment BMPs would be incorporated into landscape areas that would help to reduce runoff volumes. And, as stated above, runoff under the Proposed Project would be reduced compared to existing conditions.
3. Minimize Stormwater Pollutants of Concern	• Minimize to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff of directly connected impervious areas, to the stormwater conveyance system as approved by the building official.	Treatment control BMPs would be selected to address the pollutants of concern for the Project. These BMPs would be selected to minimize introduction of pollutants to the maximum extent practicable and to promote treatment and volume reduction to a level that satisfies the minimum SUSMP requirement. As noted in Project Requirement E-2, a SUSMP would be prepared for the Project and would include a number of source control measures to control

Table IV.E-1
SUSMP Requirements and Corresponding BMPs

SUSMP Requirement	Criteria/Description	Corresponding BMPs
		pollutants to the maximum extent practicable, including proper design of loading docks and trash storage areas, regular street sweeping of streets, parking areas, and pedestrian areas, proper storage and use of fertilizers and pesticides used in common area landscaping, use of native and/or non-invasive vegetation, and directing parking lot and road runoff to vegetated areas as feasible. Roof runoff would be directed to vegetated planter boxes located in common areas. The Project would comply with all NPDES Permit and waste discharge requirements for temporary or permanent groundwater dewatering (if required) and with the Construction General Permit. See Groundwater Quality subheading in this section for a detailed discussion.
4. Protect Slopes and Channels	Project plans must include BMPs consistent with local codes and ordinances and the SUSMP to decrease the potential of slopes and/or channels from eroding and impacting stormwater runoff.	The potential for soil erosion as a result of runoff from the Project Site limited by the high impervious cover and the topography of the depression created by the demolition and excavation of the Sports Arena foundation, which lies below grade. The amphitheater under Option 1 and the Soccer field level under Option 2 would retain the current topographical depression thus minimizing off site erosion. The Project Contractor would be required to implement a SWPPP to the satisfaction of the Department of Building and Safety.
5. Provide Storm Drain System Stenciling and Signage	• All storm drain inlets and catch basins within the Project area must be stenciled with prohibitive language and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at	All storm drain inlets and water quality inlets would be stenciled or labeled. No public access points are or would be located along channels within the Project area. The Project contractor would be responsible for maintaining storm drain stencils within their property. The City would be responsible for maintaining storm drain stencils within the public

Table IV.E-1
SUSMP Requirements and Corresponding BMPs

SUSMP Requirement	Criteria/Description	Corresponding BMPs
	public access points along channels and creeks within the Project area. • Legibility of stencils and signs must be maintained.	right-of-way.
6. Properly Design Outdoor Material Storage Areas	Where Project plans include outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system, measures to mitigate impacts must be included.	Outdoor materials storage areas would be covered and isolated from stormwater runoff.
7. Properly Design Trash Storage Areas	All trash containers must meet the following structural or treatment control BMP requirements: • Trash container areas must have drainage from adjoining roofs and pavement diverter around the areas. • Trash container areas must be screened or walled to prevent offsite transport of trash.	All trash facilities would be covered and isolated from stormwater runoff.
8. Provide Proof of Ongoing BMP Maintenance	Applicant required is required to provide verification of maintenance provisions through such means as may be appropriate, including, but not limited to legal agreements, covenants, and/or Conditional Use Permits.	The Project Contractor would be responsible for ensuring the ongoing maintenance of BMPs. As stated in the SUSMP Manual, verification would include the developer's signed statement, as part of the Project application, accepting responsibility for all structural and treatment control BMP maintenance until the time the property is transferred and, where applicable, a signed agreement from the public entity assuming responsibility for Structural or Treatment Control BMP maintenance.
9. Design Standards for Structural or Treatment Control BMPs	Post-construction Structural or Treatment Control BMPs shall be designed to: Mitigate (infiltrate or treat) stormwater runoff from either: a) Volumetric Treatment Control BMPs; or b) Flow-based Treatment Control BMPs;	Stormwater treatment facilities would be designed to meet or exceed the sizing standards outlined in the SUSMP manual. Volume-based treatment control BMPs for the Project would be designed to collect and treat, at a minimum, the volume of runoff produced from a 0.75-inch storm event at a minimum, prior to its discharge to a stormwater

Table IV.E-1
SUSMP Requirements and Corresponding BMPs

SUSMP Requirement	Criteria/Description	Corresponding BMPs
	AND Control peak-flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency.	conveyance system. Flow-based BMPs would be sized to collect and treat the flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity. The size of the facilities would be finalized during the design stage by the Project engineer with the final hydrology study, which would be prepared and approved to ensure consistency with the EIR analysis prior to issuance of a final grading permit. The types of treatment control BMPs that would be employed are bioretention (stormwater boxes) and media filtration.
10.F.1. Properly Design Parking Area (Parking Lots)	• Reduce impervious land coverage of parking areas. • Infiltrate runoff before it reaches the storm drain system. • Treat runoff before it reaches storm drain system.	Under Option 1, Multiple Use Space, the fully landscaped Project Site would be capable of providing surplus parking for Coliseum events. The amount of pervious land coverage would be increased, thus allowing increased infiltration of runoff. The turf covered landscaping would also serve to capture and treat oil and grease deposits and would serve to reduce the pollutant loads entering the storm drains. Under Option 2, MLS Stadium, the amount of landscaping would be increased as compared to existing conditions, but less parking would be provided as compared to Option1. The Project under both options would improve water quality.
10.F.2. Properly Design to Limit Oil Contamination and Perform Maintenance (Parking Lots)	• Treat to remove oil and petroleum hydrocarbons at parking lots that are heavily used. • Ensure adequate operation and maintenance of treatment systems particularly sludge and oil removal	Stormwater runoff from parking areas would be minimal, as the overflow parking area under Option 1 would be fully landscaped with turf. Any parking areas developed under Option 2 would direct surface flows to adjacent planter boxes and landscaped areas to capture, retain and treat surface water flows.

Sources: Development Best Management Practices Handbook, Part B Planning Activities, City of Los Angeles Department of Public Works, Bureau of Sanitation Stormwater Program; and Development Planning for Storm Water Management, September 2002, Los Angeles County Department of Public Works.

Groundwater Quality

In its existing condition, the Project Site is mostly impervious, and all runoff is directed toward landscaped areas or the local stormdrain system. Thus, the site is not an area that provides any groundwater recharge, and the Project would not affect this condition. No groundwater wells are located within the project boundaries and the project would not impact any groundwater wells. As discussed above, the Project Contractor would be required to comply with existing regulatory requirements pertaining to water quality that would ensure the Project would not result in any significant groundwater quality impacts.

Groundwater Supply/Recharge

The Project Site is mostly impervious, and all runoff is directed toward landscaped areas or the local stormdrain system; the site is not an area that provides any substantial groundwater recharge. The development of the Project under either Option 1 or 2 would increase the amount of pervious areas and stormwater conditions would be improved compared to existing conditions. The Project Site is not a source of groundwater pumping for potable water usage. Therefore, Project impacts related to groundwater supply/recharge would be less than significant.

Alteration of Drainage Causing Erosion/Siltation

As stated previously, the Project Site in its existing state is mostly impervious. Stormwater runoff from the site discharges to landscaped areas or to the local stormdrain system. Development of Option 1 would greatly increase the permeability of the site, as most of the 15-acre site would be converted to landscaped areas. Minimal paving would be required for pedestrian pathways and for the concrete stage/foundation within the amphitheater. Under Option 2, MLS Stadium, permeable areas would be only slightly increased as compared to the existing conditions, and the Stadium would be an open air and uncovered stadium. Thus, under either Option, the project design would not increase the amount of impervious areas and stormwater conditions would be improved compared to existing conditions. The potential for erosion/siltation as a result of runoff from the Project Site would be limited by the increased landscaped cover of the site. The landscaped areas would be designed and maintained to limit soil erosion. With respect to project construction, as noted in Project Requirement E-1, the Project Applicant would be required to implement a SWPPP to the satisfaction of the Department of Building and Safety. Therefore, impacts associated with erosion/siltation would be less than significant with mitigation.

MITIGATION MEASURES

MM E-1 The Project Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits.

MM E-2 The Project Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety.

MM E-3 The Project Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").

Level of Significance After Mitigation

With the implementation of Mitigation Measures E-1 through E-3, impacts related to hydrology and water quality would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
F. LAND USE PLANNING

ENVIRONMENTAL SETTING

Existing Land Uses

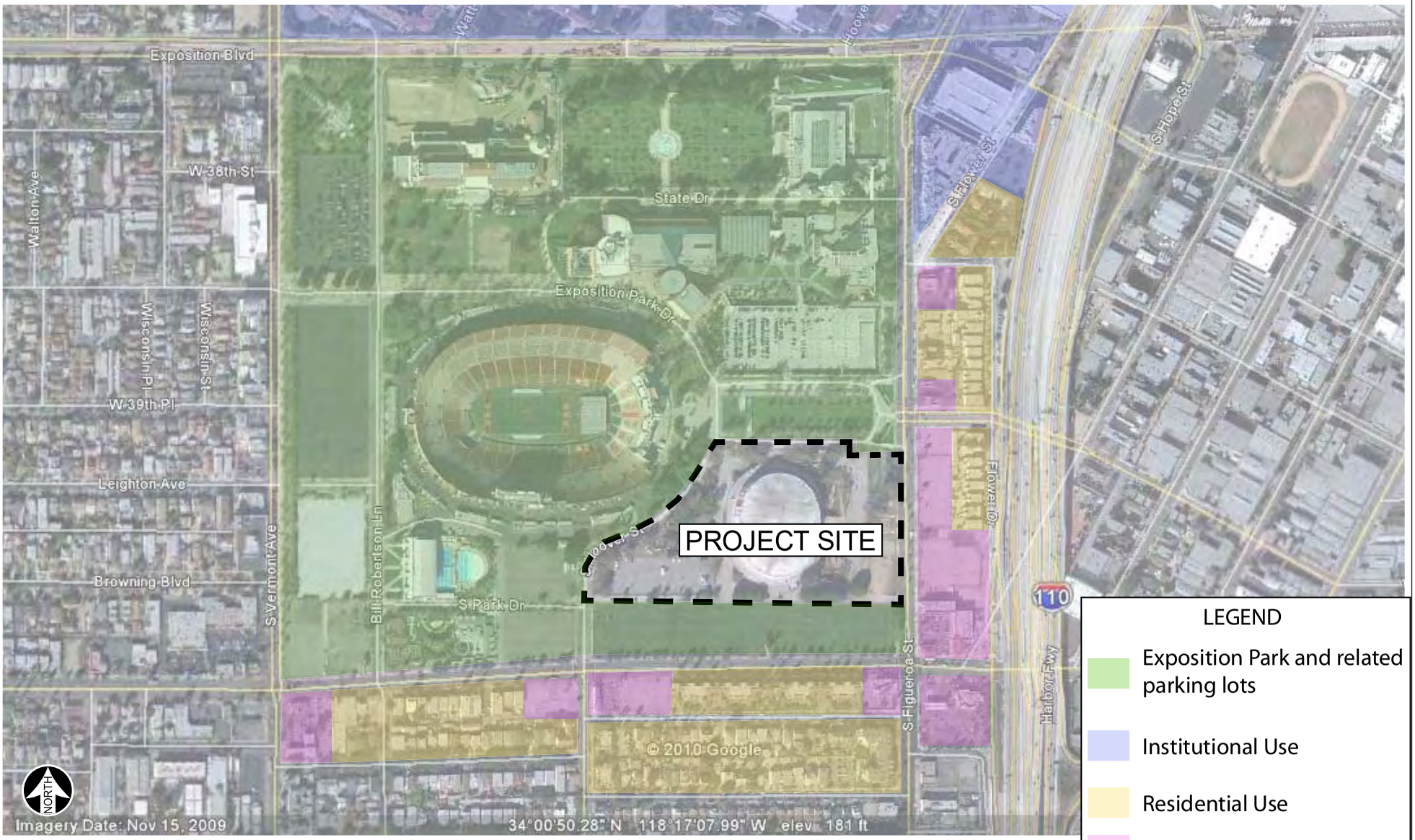
The Project Site is located within the South Los Angeles Community of the City of Los Angeles. It consists of an approximately 15-acre parcel of land occupied by the Sports Arena and associated surface parking and landscaped areas within the southeastern portion of Exposition Park, an approximately 160-acre reservation of public land established in 1908, providing cultural, entertainment, and sporting facilities in a landscaped setting for community public recreation. The Project Site is generally bounded by South Coliseum Drive on the west and north, Figueroa Street on the east, and Parking Lot 6 on the south. The Project Site is generally flat, with the exception of the Sports Arena structure and associated sunken court area.

The Los Angeles Memorial Sports Arena was originally constructed in 1959 and underwent seismic retrofit and remodeling in 2002. It is owned by the Los Angeles Memorial Coliseum Commission, which leases the parcels occupied by the Sports Arena from the State. The Sports Arena is a multi-purpose sports and entertainment facility that is currently, hosts high school basketball championships, filming, and the occasional concert and convention. In the history of its operations, the 16,740 seat indoor arena has hosted a variety of sporting events, including boxing, basketball (professional and college), and hockey, and has been home to both the Lakers and Clippers as well as to UCLA and USC basketball. It has also hosted a number of major civic events including the 1960 Democratic National Convention and the 1961 Freedom Rally, as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, and Latin dances. A detailed description of the Project Site is presented in Section II. Existing Environment.

An aerial map of the Project Site and the immediately surrounding areas indicating the existing arrangement of facilities, access routes and land uses within and adjacent to the Sports Arena is provided in Figure IV.F-1, Aerial Photograph of the Project Site and Surrounding Land Uses.

Surrounding Land Uses

The Project Site is located in a developed area which is supported by existing urban infrastructure. Land uses that surround the Project Site to the north, south, and west consist of the cultural, entertainment, and sporting facilities and associated surface parking and landscaped areas that comprise Exposition Park, the largest park in the Central Los Angeles area of the City of Los Angeles. These land uses include: the Los Angeles Swim Stadium, the Los Angeles Memorial Coliseum, and associated surface parking to the west



Source: Google Earth, 2010; PARKER Environmental Consultants October 2010.

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Figure IV.F-1
Aerial Photograph of the Project Site and Surrounding Land Uses

and southwest; the California Science Center, the Rose Garden, the Los Angeles County Museum of Natural History, the Expo Center, the California African-American Museum, the IMAX Theater, the Wallis Annenberg Building for Science Learning and Innovation, the Dr. Theodore T. Alexander Jr. Science Center School (a Los Angeles Unified School District school), and associated surface and structure parking to the north and northwest, and; Parking Lot 6, an approximately 268,000 square foot surface parking lot, directly to the south. Immediately to the east of the Project Site is Figueroa Street, a Major Highway Class II, which is generally developed along its east side with surface parking, a USC school related use, multi-family residential uses, fast food restaurants, and a retail center. To the south of Parking Lot 6 is Martin Luther King Jr. Boulevard, a Major Highway Class II, which is generally developed with commercial and multi-family residential uses, surface parking, and retail shops along its south side. The University of Southern California (USC), a private university, is located directly north of Exposition Park, across Exposition Boulevard, a Secondary Highway. To the west of Exposition Park is Vermont Avenue, a Major Highway Class II, which is generally developed with commercial office and retail uses along its west side.

Relevant Land Use Policies

The Project Site and many of the other land uses within Exposition Park are owned or operated by the State of California. The land under which the Sports Arena (and the Coliseum) is developed is owned by the Sixth District Agricultural Association of the State of California, also known as the "California Museum of Science and Industry" (CMSI) or the "California Science Center." It is in the State and Consumer Services Agency and is deemed to be a tax-exempt organization as an instrumentality of this State in accordance with Section 23706 of the Revenue and Taxation Code (See Food and Agricultural Code Section 4101-4108). The Sports Arena is operated by the Los Angeles Memorial Coliseum Commission, a joint powers authority of the State of California, Los Angeles County and the City of Los Angeles. As a State entity, the Coliseum Commission is not subject to local General Plan and Zoning Code requirements for new development or redevelopment. Nevertheless, a conformity analysis of the Proposed Project with local plans and policies is presented in this Section.

At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the region's federally-designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin (SCAB) and therefore is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As such, the Proposed Project is subject to SCAQMD's Air Quality Management Plan (AQMP). The Project Site is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). In addition, the Project Site is subject to the Congestion Management Plan (CMP) for Los Angeles County.

On a local level, the Project Site is located within the South Los Angeles Community Planning Area of the City of Los Angeles. It is also located within the Exposition/University Park Redevelopment Project area, which is administered by the Community Redevelopment Agency of Los Angeles (CRA/LA).

State Plans

CMSI/Exposition Park Master Plan

As noted above, the Project Site is owned and operated under the auspices of the State of California. The CMSI/Exposition Park Master Plan is the overriding land use planning document for State-owned property and uses within Exposition Park. In 1987, the California Legislature and the Governor approved the development of the CMSI/Exposition Park Master Plan ("Master Plan"). The Master Plan included goals and objectives oriented around developing, preserving and restoring the following areas within Exposition Park: (1) the California Museum of Science and Industry; (2) the Science Museum School; (3) the Science Educational Resource Center; (4) the California African-American Museum; (5) park landscaping and open space areas, (6) parking facilities and circulation; and (7) ancillary infrastructure improvements. Although the Master Plan did address ancillary issues such as infrastructure and landscaping improvements throughout Exposition Park, it did not address or left unchanged the following facilities: (1) the Rose Garden; (2) the Natural History Museum; (3) the Coliseum; and (4) the Sports Arena.

Regional Plans

Southern California Association of Governments

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide (RCPG) was adopted in 1994 and amended in 1996 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in guiding their decision-making. It includes input from each of the 14 subregions that make up the Southern California region (comprised of Los Angeles, Orange, San Bernardino, Riverside, Imperial and Ventura Counties). The Proposed Project is located within the City of Los Angeles subregion, which encompasses the entire City of Los Angeles. The RCPG serves as a policy document that sets broad goals for the Southern California region and identifies strategies for agencies at all levels of government to use in guiding their decision-making with respect to the significant issues and changes, including growth management, that can be anticipated by the year 2015 and beyond. The RCPG is also used in the review of projects determined to be regionally significant by SCAG. In its response to the City's Notice of Preparation of a Draft EIR for the Proposed Project, the SCAG acknowledged that the Proposed Project is not regionally significant.

2008 Regional Comprehensive Plan (RCP)

The 2008 Regional Comprehensive Plan (RCPG) was accepted by SCAG in October of 2008 and serves as an advisory document for (voluntary) use by local governments in the SCAG region as an informational resource, and as a reference document for their use in developing plans and addressing local issues of regional significance. As an advisory document, it is not used in SCAG's Inter-Governmental

Review (IGR) of regionally significant projects. Rather, the RCP is a voluntary framework that links broad principles to an action plan that moves the region towards balanced goals.

SCAG's Compass Growth Vision Strategy

SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.
- Designing safe, attractive transit centers and plazas that people enjoy using.
- Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

South Coast Air Quality Management District

The Proposed Project is located within the South Coast Air Basin (SCAB) and is therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The Final 2007 Air Quality Management Plan (AQMP) is intended to establish a comprehensive regional air pollution control program leading to the attainment of both state and federal air quality standards in the SCAB.[1] The AQMP also includes significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling. Air quality impacts by the Proposed Project and consistency of the Project with the AQMP is analyzed in greater detail in Section IV.B, Air Quality, of this EIR.

Regional Water Quality Control Board

The Project Site is within the jurisdiction of the Regional Water Quality Control Board (RWQCB). The RWQCB authorizes National Pollutant Discharge Elimination System (NPDES) permits that ensure compliance with wastewater treatment and discharge requirements. The Los Angeles Regional Water

[1] *South Coast Air Quality Management District, 2007 Air Quality Management Plan, website: http://www.aqmd.gov/aqmp/07aqmp/index.html, accessed January 13, 2009.*

Quality Control Board (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project Area. Water quality impacts of the Proposed Project and consistency of the Project with the RWQCB's requirements are analyzed in greater detail in Section IV.E, Hydrology/Water Quality, of this EIR.

Congestion Management Plan

Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating regional transportation policies. The 2004 Congestion Management Plan (CMP) for Los Angeles County, adopted July 22, 2004, was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements) cities, counties, and other eligible agencies must implement the requirements of the CMP. The Proposed Project's Traffic Impact Analysis which is presented in Section IV.J, Transportation, Traffic and Parking of this EIR, was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines, and includes an analysis of the Proposed Project's consistency with the CMP.

Local Plans

City of Los Angeles General Plan

General Plan Framework

The City of Los Angeles General Plan Framework Element sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that will be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs. The General Plan Framework Element also contains policies that are intended to maintain the City of Los Angeles's cultural and natural diversity. The General Plan Framework Element provides guidelines for future updates of the City's community plans. It does not supersede the more detailed community and specific plans.

Land Use Element

The Project Site is located within the South Los Angeles Community Plan Area, one of 35 Community Plans established for different areas of the City that are intended to implement the policies of the General Plan Framework, and collectively are considered the Land Use Element. The South Los Angeles Community Plan was adopted by the Los Angeles City Council on October 26, 1979, was most recently amended March 22, 2000, and is currently identified as one of nine Community Plans currently under study by the Department of City Planning's New Community Plan Program. Until such time as a new

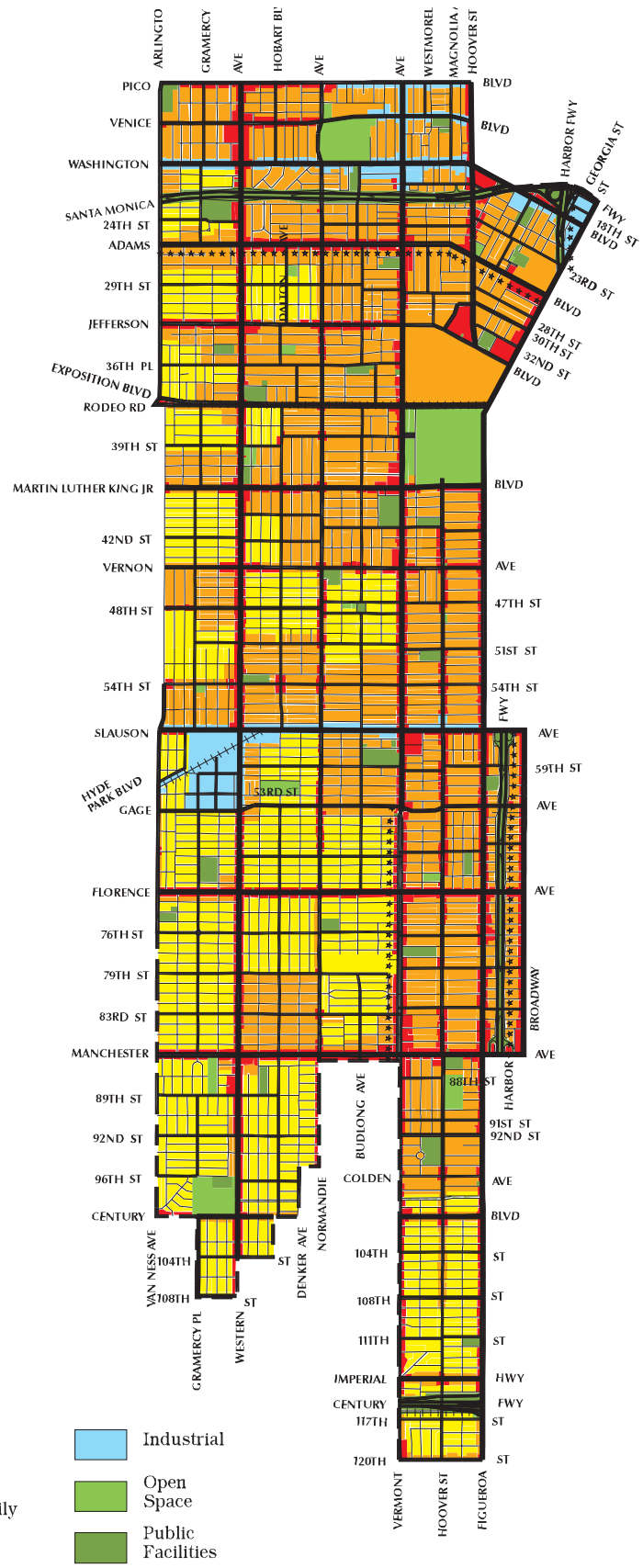
Community Plan is adopted, the existing South Los Angeles Community Plan will continue to be the source document for land use designations and policy applicable to new development within the South Los Angeles Community Plan Area.

The South Los Angeles Community Plan Land Use Map was most recently amended March 5, 2008. It designates the entire Project Site, as well as the majority of Exposition Park (generally to the north and west of the Project Site), as "Open Space" and a Regional Recreational Site. The Open Space land use designation is reserved for public land and does not allow any residential or commercial development that is not associated with a public-oriented facility. The identified corresponding zoning for this land use designation is Open Space (OS) and Agricultural (A1). The Community Plan also identifies the Project Site as a Cultural and Historical Site (see Section IV.D, Cultural and Historic Resources). That portion of the Project Site located adjacent to Figueroa Street is identified as an Opportunity Area. Figure IV.F-2 shows the existing Community Plan designations for the Project Site and the immediately surrounding areas.

As shown in Figure IV.F-2, land use designations proximate to the Project Site along Martin Luther King, Jr. Boulevard are predominately designated as "Community Commercial" with the exception of a small area, which is designated "High-Medium" residential on the south side of Martin Luther King, Jr. Boulevard between Hoover Street and Menlo Avenue. The area further to the south beyond Martin Luther King, Jr. Boulevard is predominantly designated for "Low Medium II" and "Medium" multiple family residential land use. Along the west side of Figueroa Street south of Martin Luther King, Jr. Boulevard, the land use designation is "Community Commercial" closest to the Project Site, and "General Commercial" further distant from the Project Site. Areas to the east of Figueroa Street (the eastern boundary of Exposition Park) are located in the Southeast Los Angeles Community Plan area and are designated with respect to land use by the Southeast Los Angeles Community Plan. Properties along the east side of Figueroa Street, between Exposition and Martin Luther King, Jr. Boulevards, are designated for Community Commercial uses. The land strip containing the Harbor Freeway (Interstate 110) is located immediately to the east of these properties and is designated as Public Facility. Areas east of the Harbor Freeway are generally designated for Limited Industrial uses (with corresponding zoning of CM, MR1, and M1).

Other prominent land use designations in the general vicinity of the Project Site include the University of Southern California (USC) campus, located north of Exposition Boulevard, which is designated as "High Medium" multiple-family residential, and Manual Arts High School, located on the west side of Vermont Avenue south of Martin Luther King Jr. Boulevard, which is designated as "Public Facilities." The location of the USC Campus, an educational institution adjacent to Exposition Park containing recreational and cultural facilities, together with Exposition Park, creates a large public and quasi-public land reservation that dominates the Project Site vicinity, and is predominantly surrounded by non-related residential and commercial land uses.

As identified by the Community Plan, Exposition Park is defined as a "major opportunity site." A major opportunity site is an area that has the potential to generate significant impacts within the surrounding



Source: City of L.A., Department of City Planning, GIS; and PARKER Environmental Concultants, LLC, 2010.

CAJA Environmental Services, LLC

Figure IV. F-2
South Los Angeles Community Plan Land Use Map

neighborhoods. According to the Community Plan, the Exposition Park Master Plan shall provide the following guiding principles in the development of this area and the facilities it holds:

- The need for community empowerment regarding future development;
- The opportunity for a variety of jobs and job training for community residents;
- Development reflective of community needs; and
- The need for appropriate development plans to prevent incongruent, incremental development.

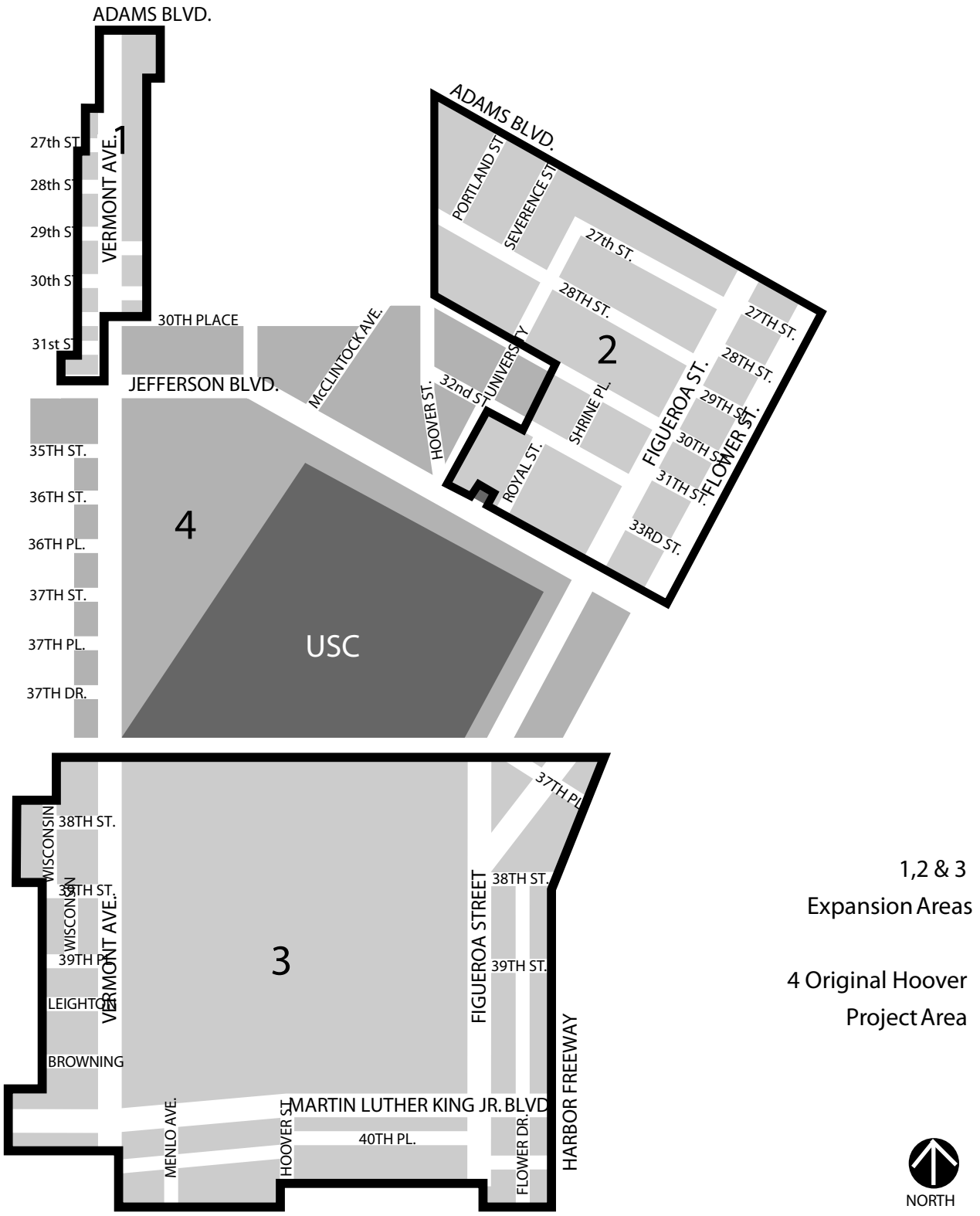
Exposition/University Park Redevelopment Project

The Project Site is located within the CRA/LA's Exposition/University Park Redevelopment Project area (Redevelopment Plan). Originally known as the Hoover/Hoover Expansion Redevelopment Project, the 574-acre Exposition/University Park Redevelopment Project is located just southwest of Downtown Los Angeles. The original Redevelopment Plan was established by the Los Angeles City Council on January 27, 1966 and covered 165 acres surrounding the USC Campus. The project was expanded in 1983 and again in 1989. Its name was changed to Exposition/University Park Redevelopment Project in 2005. The Redevelopment Plan area is generally bounded by Adams Boulevard on the north, Flower Street on the east, 41st Street on the south, and Walton Avenue and Catalina Street on the west. The boundaries of the Redevelopment Plan project area are depicted in Figure IV.F-3, and include the Project Site (as well as all other areas of Exposition Park).

As shown in Figure IV.F-3, the Redevelopment Plan is divided into four subareas, including the Exposition Sub Area, in which the Project Site is located. The Redevelopment Plan governs development within the project area and is administered by the CRA. The Redevelopment Plan was designed to promote revitalization and development within the Exposition/University Park Project area. The Redevelopment Plan designates the Project Site for Public Use. According to the Redevelopment Plan, permitted uses of land designated as Public- and Quasi-Public include the establishment, maintenance, or enlargement of public uses including, but not limited to, park and recreational facilities, libraries, educational or fraternal facilities, parking and parking structures, housing, philanthropic and charitable or other institutions, and facilities of other similar associations or organizations.[2]

Goals identified for the Redevelopment Plan in the Five Year Implementation Plan (FY 2010 – FY 2014)

[2] *Redevelopment Plan for the Expanded Project Area of the Hoover Redevelopment Project, adopted January 1, 1969; Fifth Amendment to the Redevelopment Plan for the Hoover Redevelopment Project, adopted May 9, 1989.*



Source: CRA/LA; and PARKER Environmental Concultants, LLC, 2010.

CAJA Environmental Services, LLC

Figure IV.F-3
Exposition/University Park Redevelopment Project Area

which are relevant to the Proposed Project include the following:

- Make Exposition Park a viable recreational and cultural resource for the immediate community as well as for the total city.
- Find methods of channeling the economic growth of the Central Business District along that portion of the Figueroa Corridor, located within the Hoover Project.

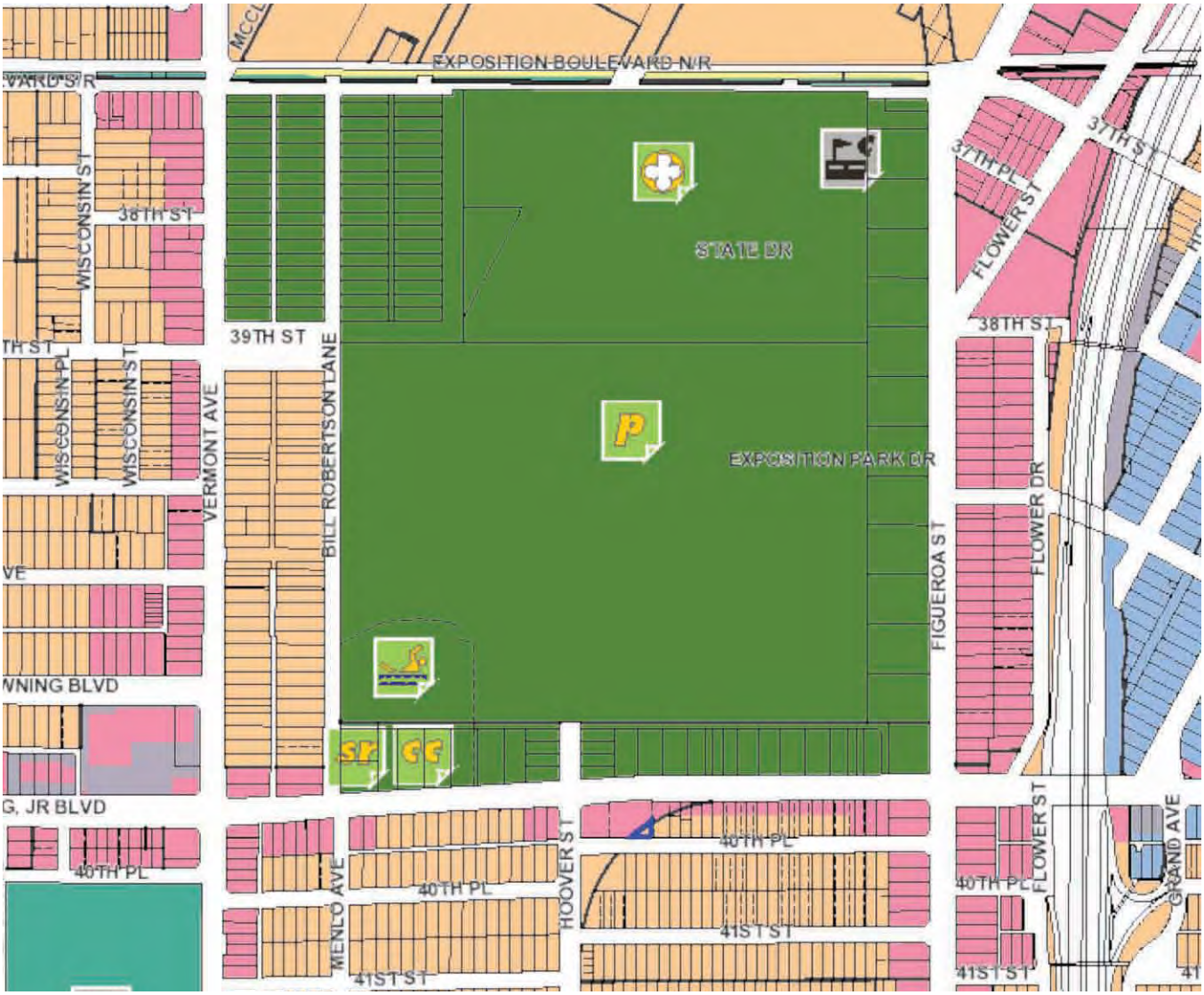
It should be noted that real property owned or controlled by the Los Angeles Memorial Coliseum Commission, which is a Joint Powers Authority under the State of California, is not subject to requirements and policies of the Redevelopment Plan, nor is it subject to review and/or approval by the CRA/LA.[3] Nevertheless, current uses on the Project Site are evaluated herein to determine consistency with the Redevelopment Plan's Public Use designation for the property.

City of Los Angeles Planning and Zoning Code

The Project Site is in the OS-1XL (Open Space) Zoning District, as is the majority of Exposition Park. The City of Los Angeles Zoning Map for the Project Site and surrounding area is depicted in Figure IV.F-4. The OS-1XL designation refers to a zoning designation of Open Space with a corresponding Height District of 1XL, Extra Limited Height District (XL). The OS zone permits a limited amount of uses under the City's Planning and Zoning Code (L.A.M.C. Section 12.04.05), including parks and recreation facilities (i.e. bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, children's play areas, picnic facilities, and athletic fields), natural resource preserves, marine and ecological preserves, sanitary landfill sites, and water conservation areas. Height District No. 1 limits development to a Floor Area Ratio (FAR) of 3:1. The XL allows a building height of two-stories, which shall not exceed a height of 30 feet. Like a number of other older buildings which pre-date the Planning and Zoning Code, the Sports Arena is "grandfathered" into the zoning code because it was constructed prior to establishment of the code.

Properties surrounding the Project Site to the north, west, and south are located within Exposition Park and are also zoned OS-1XL. Those properties directly east of the Project Site across Figueroa Street are zoned C2-1L. The parcels fronting on the south side of Martin Luther King Jr. Boulevard, across the street and south of Parking Lot 6, are zoned C2-1.

[3] *Exposition Park was added to the Hoover Redevelopment Plan Area in 1983, and in 1984 the CRA/LA prepared a Master Plan for Exposition Park. However, the Master Plan was contested and was never formally adopted. In 1985, the CRA/LA and the State of California reached a settlement agreement that voided CRA/LA consultation, review, or control over State of California or Los Angeles Memorial Coliseum Commission properties within Exposition Park. (EPICC EIR, CRA/LA, 1999)*



Generalized Zoning

- OS
- A,RA
- RE,RS,R1,RU,RZ,RW1
- R2,RD,RMP,RW2,R3,R4,R5
- CR,C1,C1.5,C2,C4,C5,CW,ADP,LASED,WC
- CM,MR,CCS,M1,M2,M3,SL
- P,PB
- PF
- HILLSIDE

Source: City of Los Angeles, ZIMAS; and PARKER Environmental Concultants, LLC, 2010.

CAJA Environmental Services, LLC

Figure IV.F-4
City of Los Angeles Zoning Map

ENVIRONMENTAL IMPACTS

Thresholds of Significance

State CEQA Guidelines – Initial Study Checklist Questionnaire

In accordance with Appendix G of the State CEQA Guidelines, a project may have a significant environmental impact if it were to:

(a) Physically divide an established community;

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or

(c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

City of Los Angeles CEQA Thresholds Guide

In accordance with the *City of Los Angeles CEQA Thresholds Guide*, the determination of significance regarding land use consistency and compatibility shall be made on a case-by-case basis, considering the following factors:

(a) Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;

(b) Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;

(c) The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;

(d) The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and

(e) The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

Project Impacts

Construction Impacts

Construction of the Proposed Project under either Option (the Multiple Use Space or the MLS Stadium) would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in

detail in Sections IV.B, Air Quality; IV.G, Noise; and IV.J.1, Traffic, Transportation and Parking, of this EIR. Uses that are considered especially sensitive to noise and air pollution by the SCAQMD include residences, schools, churches, hospitals, and convalescent care facilities. Sensitive land uses located in the vicinity of the Proposed Project include the multi-family residential uses along Martin Luther King, Jr. Blvd and Figueroa Street. There are no hospitals or convalescent care facilities located in the immediate vicinity of the Project Site. Construction activities could necessitate temporary lane closures on streets adjacent to the Project Site on a temporary and intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. In accordance with the City of Los Angeles Department of Building and Safety "Good Neighbor" Construction Practices,[4] site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible to avoid any impacts to the neighborhood and surrounding traffic. In the event, however, that partial roadway lane or sidewalk closures become necessary, the proposed closures would be in conformance with the latest Manual on Work Area Traffic Control and reviewed and approved by the appropriate City agency prior to any closures.[5] Additionally, implementation of the recommended construction related mitigation measures pertaining to air quality, traffic, and noise impacts would further reduce construction impacts upon adjacent land uses. (See each respective Section of this EIR for a list of the applicable construction related mitigation measures.) From a land use compatibility standpoint, construction impacts would be significant and unavoidable, though the extent of impacts would be temporary and sporadic and would only persist through the construction period.

Operational Impacts

Land Use Compatibility

The Project Site is located within Exposition Park and as such is a part of Master Planned facilities and improvements identified for the Exposition Park in the CMSI/Exposition Park Master Plan. From a land use compatibility perspective, both options proposed under the Project would be consistent with the planned physical arrangement of facilities and improvements as identified in the Master Plan. Both Option 1 and Option 2 would maintain the existing general purpose use of the site as a venue for sporting and entertainment events, cultural events, and civic events. Importantly, the Proposed Project would continue to function as an integral part of the Exposition Park Master Plan as a public entertainment and civic space. Though the project would be redeveloped in a different for, the general purpose public venue use would remain unchanged.

[4] *The City of Los Angeles Department of Building and Safety "Good Neighbor" Construction Practices identifies practices to minimize the negative impact of construction project on the surrounding community, and includes citations from the municipal code as applicable.*

[5] *LAMC 62.61(b),1 and 62.107.*

With regard to compatibility of the Proposed Project with surrounding land uses, a variety of land uses are generally located within the vicinity of the Project Site, including the cultural, entertainment, and sporting facilities of Exposition Park to the north, and west, surface parking to the south, Figueroa Street to the east, and development along Figueroa Street and Martin Luther King Jr. Boulevards to the east and south (respectively) which includes surface parking lots, a USC school related use, commercial retail and restaurant uses, and multi-family housing. The Proposed Project would redevelop the site with a similar serving land use and thus would be consistent with the existing composition of land uses within Exposition Park, and compatible with the existing community in the vicinity of the Project Site. The redevelopment of the site with a Multiple Use Space (Option 1) or MLS Stadium (Option 2) would reactivate the underutilized Project Site and provide a viable updated public venue for outdoor recreational opportunities and/or civic gatherings in response to changing community needs and market conditions, thereby contributing to the revitalization of the Redevelopment Project area and providing a source of economic growth along the Figueroa Corridor. More importantly, the land uses that surround the site have long become accustomed to and have co-existed with the operations of the Sports Arena. As such, no new significant or substantially altered land use compatibility impacts on the existing surrounding land uses are anticipated.

With respect to the design, height and massing of the Multiple Space Use (Option 1), the development of a open air amphitheater would be consistent with existing park-like setting of Exposition Park, specifically the adjacent Olympic Promenade that borders the Project Site to the north. This option would provide a lower scale development, which emphasizes landscaped areas and greenscape, when compared to the Sports Arena's higher profile and minimal landscaped areas. Through its proposed uses, site plan and landscape design, the Proposed Project would become fully integrated into the existing configuration of uses and improvements within Exposition Park and the surrounding community.

Consistency with Land Use Policies and Regulations

This Section analyzes the consistency of the Proposed Project with the provisions and requirements of the applicable regional and local plans that currently govern development of the Project Site and surrounding areas.

Consistency with State Land Use Policies and Regulations

CMSI/Exposition Park Master Plan

As stated previously, the CMSI/Exposition Park Master Plan (1993) did not include any specific alterations or renovation for the Sports Arena, and made no specific reference with respect to goals or objectives for the long-term use of the Sports Arena. Nevertheless, the following six general objectives of the Master Plan are relevant to development within Exposition Park and are described and evaluated with respect to the Proposed Project as follows:

Objective 1: Provide a vision and depict the limits for the future development of the institutional uses of the park while reinforcing its dual role as a regional and community resource.

Consistent. Option 1, Multiple Use Space would reinforce Exposition Park's role as a major regional community resource in the southern California region. Over the past several decades, the Sports Arena has site has become increasingly underutilized and unable to compete with other modern sports and entertainment venues in the southern California region. Originally constructed in 1959 as a modern, large-scale, indoor venue for sports and other major events, the Sports Arena has more recently experienced home teams leaving for other comparable venues such as Pauley Pavilion, the Forum, and the Los Angeles Convention Center. The Sports Arena now competes with these venues as well as the Staples Center and the Galen Center. Without the Proposed Project, the Sports Arena would continue to be underutilized and non-competitive in today's market. Therefore, the Proposed Project would be consistent with this objective.

Objective 2: Enhance the park's character and landscape features by increasing the area available for passive and recreational uses, defining entrances to the park and facilities, providing a clearly delineated system of pedestrian walkways and minimizing vehicular uses.

Consistent. One of two Options would be developed under the Proposed Project. Under Option 1, all existing improvements on the Project Site would be removed and the site would be redeveloped with a Multiple Use Space open-air amphitheater providing a much needed public venue for civic announcements, as well as a location to host a variety of City-sponsored celebratory and entertainment events such as parades, concerts, rallies, public gatherings, and performances, as well as a source of overflow parking available for use by all facilities within Exposition Park. Alternatively, under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accordance with site's history. The VIP parking lot would remain to the west of the proposed stadium. The state-of-the art venue would host MLS games, USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would also serve as a practice facility for local soccer teams.

Under both Option 1 and Option 2, pedestrian and vehicular access and circulation routes would connect to existing sidewalks and streets, creating a well-designed and orderly circulation pattern. In addition, under both Options, landscaped areas would dominate the Project Site, with an open-air all grass amphitheater and lawn areas comprising a majority of the site development plan for the Multiple Use Space (Option 1), and a recessed design for the MLS Stadium (Option 2) featuring landscaped plazas and perimeter landscaping (see Section III.C, Project Characteristics). The public venues developed under both Option 1 and Option 2 would be supported by ancillary uses including bathroom facilities and a press room or ticket office, with the additional ancillary use of on-site concession facilities being provided under Option 2. Therefore, the Proposed Project would be consistent with this objective.

Objective 3: Integrate the park with adjacent neighborhoods by providing convenient pedestrian transit linkages, minimizing traffic and parking impacts and developing employment, recreational, educational, and cultural opportunities within the park jointly with area residents.

Consistent. While this objective is not specifically oriented towards redevelopment of the Sports Arena site, the Proposed Project would, as needed, coordinate with other park stakeholders and implement a traffic management plan to minimize traffic and parking impacts on days when major events are scheduled. The traffic management plan would include but not be limited to the following measures: implementing ride share incentives for ticket holders, provide a shuttle system to facilitate and promote the use of satellite parking lots, provide assignable parking lots for ticket holders, and manage parking and traffic patterns and conditions on the surrounding roadways. (See Section V.I.J, Traffic, Transportation and Parking for additional details on traffic and parking management). Therefore, the Proposed Project would be consistent with this objective.

Objective 4: Preserve and interpret the historical legacy of the Park allowing the memories of the Park to be relived through appreciation of the historical significance of features such as the Rose Garden, the Coliseum, and other sites.

Consistent. Not Applicable.

Objective 5: Establish a framework of consistent and compatible design standards for future facilities in the park, including criteria for siting, massing, circulation, landscape and orientation elements of the plan.

Consistent. The Proposed Project would be compatible in scale, height, materials, architectural quality and site orientation within the context of Exposition Park as well as the surrounding built environment as it would replace the existing north-south oriented Sports Arena with either a Multiple Use Space, providing a recessed, open-air all-grass amphitheater surrounded by grass landscaped areas (Option 1), or a MLS Stadium constructed mostly below grade and providing a modern, world-class sports complex on the Project Site. The orientation of both the amphitheater (under Option 1) and the stadium (under Option 2) would be along an east-west axis, in acknowledgement of the architectural form of the proposed facilities as well as the configuration and function of the existing Project Site within the context of Exposition Park. Both Option 1 and 2 would result in developments which would be lower in scale than the existing Sports Arena, and would provide considerably more landscaped area when compared to the existing Sports Arena complex. Thus, the Proposed Project would be consistent with this objective.

Objective 6: Strengthen and centralize park management to encourage cooperation among institutional users and the effective management of park resources such as circulation, parking, transit access, programming, security, maintenance and marketing.

Consistent. With implementation of either Option 1 or Option 2 of the Proposed Project, ongoing coordination with the operators of the other facilities within Exposition Park would be expected to continue. The Proposed Project would not change the existing management and operation arrangement currently in place at the Project Site, and with respect to the other facilities within Exposition Park. The Proposed Project will strengthen and centralize park management and encourage cooperation among park stakeholders as the Project will redevelop the currently underutilized Sports Arena site and help re-establish Exposition Park as a lively regional recreational center. Such activity will promote and encourage cooperation in management as each park stakeholder will need to coordinate major event operations. Provisions for coordinated marketing, security, maintenance arrangements, parking, transit access, and programming, as needed for the redeveloped Project Site would be expected with implementation of either Option 1 or Option 2 of the Proposed Project. Thus, the Proposed Project would be consistent with this objective.

Los Angeles State Enterprise Zone

The Proposed Project is located within the Los Angeles State Enterprise Zone.[6] While not a requirement, the Proposed Project may incorporate the specific business incentives available to Projects located within the Los Angeles State Enterprise Zone including hiring credits, State and/or federal tax credits and expense and interest deductions. The Proposed Project may also participate with the additional local incentives offered by the City of Los Angeles including the Department of Water and Power rate discount, fee waivers, sewer facility hookup payment plans, Work Opportunity Tax Credit, and reduced parking rates. Thus, the Proposed Project would be consistent with the goals of the Enterprise Zone to stimulate business attraction, growth, and increased employment opportunities within economically challenged areas of the City. Therefore, no impact to land use planning would result with implementation of the Proposed Project.

Consistency with Regional Land Use Policies and Regulations

Southern California Association of Governments (SCAG)

In response to the NOP for the Proposed Project, SCAG has determined that the Proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and the California Environmental Quality Act (CEQA), Section 15206. Nevertheless, an analysis of the Proposed Project's conformity with the 2008 RTP and Compass Growth Vision Strategy is presented below in Table IV.F-1 As Table IV.F-1 demonstrates, the Proposed Project would substantially conform with and contribute to

[6] *Zoning Information (ZI) 2374.*

Table IV.F-1
Comparison of Project Characteristics to SCAG Regional Transportation Plan (RTP) Goals and Growth Visioning Principles

RTP Goal	Consistency of the Proposed Project
1. Maximize mobility and accessibility for all people and goods in the region.	The Project Site is well served by the MTA's regional and local transit lines including Metro Local and Limited Line 102 and the Metro Express Line 550 along Exposition Boulevard (north of the Project Site), the Metro Silver Line as well as Metro Local and Limited Line 81 along Figueroa Street (immediately adjacent to the east of the Project Site), and Metro Rapid Line 740 as well as the Metro Local and Limited Lines 40 and 42 along Martin Luther King Jr. Boulevard (south of the Project Site). In the near future, regional access would also be provided by way of the MTA's light rail line (Metro Rail Expo Corridor) to Culver City, connecting Downtown Los Angeles to Culver City (Phase I) and Santa Monica (Phase II). A dedicated station (the Expo/Vermont) will serve Exposition Park. As such, the Proposed Project would be consistent with this RTP goal.
2. Ensure travel safety and reliability for all people and goods in the region.	While not directly applicable to the Proposed Project, the Proposed Project would not impede attainment of this RCP goal. As the project would not result in any change to the public roadways or right-of-ways in the project area.
3. Preserve and ensure a sustainable regional transportation system.	The Proposed Project would support attainment of this goal in that the Project Site is served by the MTA's Metro Express Line from downtown Los Angeles, and will be served by the Metro Rail Expo Corridor to Culver City, planned for completion in 2010. In addition, the Proposed Project would incrementally contribute to Los Angeles' ability to receive Proposition 111 funds (i.e., state gasoline taxes designated for transportation improvements) by demonstrating consistency with the CMP (see Section IV.J. Traffic and Transportation). Thus, the Proposed Project would be consistent with this goal.
4. Maximize the productivity of our transportation system.	As stated above, the Proposed Project's consistency with the CMP would incrementally contribute to Los Angeles' ability to receive Proposition 111 funds (i.e., state gasoline taxes designated for transportation improvements) for transportation system improvements, thereby furthering the goal of transportation system productivity. Thus, the Proposed Project would be consistent with this goal.

Table IV.F-1 (continued)
Comparison of Project Characteristics to SCAG Regional Transportation Plan (RTP) Goals and Growth Visioning Principles

RTP Goal	Consistency of the Proposed Project
5. Protect the environment, improve air quality and promote energy efficiency.	As identified in this Draft EIR, the Proposed Project would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Mitigation measures are recommended to reduce the potentially significant environmental impacts of Project implementation including those related to Air Quality and Utilities. As such, the Proposed Project would be consistent with this goal.
6. Encourage land use and growth patterns that complement our transportation investments.	The proposed redevelopment of the Sports Arena as either a Multiple Use Space (Option 1) or a MLS Stadium (Option 2) would support the use of existing and future public transportation systems located proximate to the Project Site. As such, the Proposed Project would be consistent with this goal.
Growth Visioning Principle	**Consistency of the Proposed Project**
1. Improve Mobility for all Residents.	See consistency analysis for RTP Goal No. 1 above.
2. Foster Livability in all communities.	The Proposed Project (Option 1 or Option 2) would provide an updated public venue for outdoor recreational opportunities or civic events in response to changing community needs and market conditions, revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility and associated site improvements. As such, the Proposed Project would be consistent with this goal.
3. Enable prosperity for all people.	The Proposed Project would provide employment opportunities as identified in Section VI.B. Growth Inducing Impacts. As such, the Proposed project would be consistent with this goal.
4. Promote sustainability for future generations.	As identified in Section IV.I Utilities of this Draft EIR, the Proposed Project would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. In addition, the Proposed Project will be designed to meet applicable provisions of the California Green Building Standards Code. Thus, the Proposed project would be consistent with this goal.

achievement of the RTP goals and Growth Vision Principles. As such, impacts of the Proposed Project would be less than significant.

South Coast Air Quality Management District

The Proposed Project is located within the South Coast Air Basin (SCAB) and therefore within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies.

The Air Quality Management Plan (AQMP), adopted in 1997 by SCAQMD and SCAG to assist in fulfilling these responsibilities, is intended to establish a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the SCAB area. Air quality impacts of the Proposed Project and consistency of the project impacts with the AQMP is analyzed in greater detail in Section V.B, Air Quality.

Regional Water Quality Control Board

As discussed in greater detail in Section E of this EIR, the Project Contractor will be required to obtain a National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit from the RWQCB prior to commencing any construction activities. In accordance with the RWQCB requirements, the Project Contractor would need to file a Notice of Intent and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to any construction activity. As part of the SWPPP, the Proposed Project would be required to implement effective best management practices (BMPs) to minimize water pollution to the maximum extent practical. In addition, the final drainage plans would be required to provide structural or treatment control BMPs to mitigate (infiltrate or treat) storm water runoff. Implementation of the BMPs in the project SWPPP and compliance with the City's surface water discharge requirements would ensure that Project construction would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. As such the Project would be consistent with the applicable water quality policies of the RWQCB and impacts upon water quality would be less than significant.

Congestion Management Plan

The Proposed Project's Traffic Impact Analysis presented in greater detail in Section IV.J.1, Traffic/Transportation, of this EIR, was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) Guidelines. As discussed in Section IV.J.1, Traffic/Transportation, the Proposed Project would not significantly impact any CMP roadway segments or freeway on-/off-ramps. Therefore the Proposed Project would be consistent with the CMP.

Consistency with Local Land Use Policies and Regulations: City of Los Angeles

South Los Angeles Community Plan

The General Plan Framework is implemented through the 35 Community/District Plans. As such, consistency with the applicable Community Plan would also establish consistency with the General Plan Framework.

As stated previously, the City of Los Angeles General Plan designation for the Project Site is OS, Open Space. This designation permits parks and community centers under the ownership and operation of a public agency. The South Los Angeles Community Plan sets forth numerous policy guidelines that are designed to govern land use decisions made within the South Los Angeles Community Plan area. Those Community Plan policies which are generally relevant to the Project Site are described and evaluated with

respect to the Proposed Project. As shown in the following discussion, the Proposed Project would be consistent with applicable policies. Thus, no impact with regard to consistency of the Proposed Project with the South Los Angeles Community Plan would result:

- Policy 4-1.1: Preserve the existing recreational facilities and park space.

  Consistent. The Proposed Project would continue to provide recreational uses for the local and regional community in the form of civic gatherings and sporting events held at either the Multiple Use Space (Option 1), or the MLS Stadium (Option 2). The existing adjacent facilities within Exposition Park would continue to provide public recreation opportunities to the community and would not be adversely impacted by the Proposed Project. Therefore, the project would be considered to be consistent with this policy.

- Policy 19-1.2: Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

  Consistent. While this policy is directed at the City to identify historic and cultural monuments, an analysis of the Proposed Project's potential to impact cultural resources is provided in Section IV.D, Cultural and Historic Resources, which includes a discussion of the historical and cultural significance of Exposition Park and specific venues, including the Coliseum. The proposed use and design of the Proposed Project is consistent with the intent of this policy in that the Proposed Project would not introduce elements within Exposition Park that would have a detrimental effect on existing historic/cultural resources within Exposition Park. As concluded in Section IV.D, Cultural and Historic Resources, the Proposed Project would not jeopardize the Coliseum's listing on the National Register of Historic Places. Therefore the Proposed Project would be consistent with the intent of this policy.

<u>Exposition/University Park Redevelopment Plan</u>

The Project Site is designated for Public Uses by the Redevelopment Plan, consistent with the current and historic use of the Project Site. The Proposed Project would consist of the demolition and removal of the existing Sports Arena, and redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site in response to changing community needs and market conditions. One of two Options would be developed under the Proposed Project. Under Option 1, all existing improvements on the Project Site would be removed and the site would be redeveloped with a Multiple Use Space open-air amphitheater providing a much needed public venue for civic announcements, as well as a location to host a variety of City-sponsored celebratory and entertainment events such as parades, concerts, rallies, public gatherings, and performances. Alternatively, under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accordance with site's history. The

VIP parking lot would remain to the west of the proposed stadium. The state-of-the art venue would host MLS games, USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would also serve as a practice facility for local soccer teams. Under either Option, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, partnering with the City to produce civic events (Option 1), or with the City and the League to produce civic events and soccer games (Option 2). The Proposed Project (either Option1 or 2) would be consistent with the Public Use designation of the Redevelopment Plan in that it would result in development of a public venue for public, private and civic use. Importantly, with implementation of either Option 1 or Option 2, economic growth would be fostered along the Figueroa corridor within the Redevelopment Plan area, consistent with the goals identified in the CRA's Five Year Implementation Plan. As a result, the Proposed Project would be consistent with the Redevelopment Plan and no impacts are anticipated.

The Redevelopment Plan contains several goals which are generally applicable to the Project or project vicinity. These goals are described and evaluated with respect to the Proposed Project as follows:

Goal: To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate, and redevelop the Expanded Project Area in accordance with the Plan.

Consistent. The Proposed Project would redevelop the Sports Arena as either a Multiple Use Space (Option 1) or a MLS Stadium (Option 2), transforming the existing outdated and underutilized Project Site within Exposition Park into a modern, state-of-the-art public use facility. Originally constructed in 1959 as a modern, large-scale, indoor venue for sports and other major events, the Sports Arena has more recently experienced home teams leaving for other comparable venues such as Pauley Pavilion, the Forum, and the Los Angeles Convention Center. The Sports Arena now competes with these venues as well as the Staples Center and the Galen Center. Thus, to the extent that the proposed redevelopment would preclude the potential for blight and deterioration of the exiting outdated and underutilized Sports Arena, it would be consistent with this goal.

Goal: To make provisions, throughout the Expanded Project Area, for well-planned community uses, facilities, pedestrian and vehicular, circulation, and adequate parking, particularly as these relate to Exposition Park.

Consistent. Both Options 1 and 2 of the Proposed Project would provide public venues for community use designed to complement and integrate within existing Exposition Park facilities and improvements. Under both Option 1 and Option 2, pedestrian and vehicular access and circulation routes would connect to existing sidewalks and streets, creating a well-designed and orderly circulation pattern. In addition, under both Options, landscaped areas would predominate the Project Site, with an open-air all grass amphitheater and lawn areas comprising a majority of the site development plan for a Multiple Use Space (Option 1), and a recessed design for the MLS Stadium (Option 2) featuring landscaped plazas and perimeter landscaping (see Section III.C, Project

Characteristics). Under Option 1, Multiple Use Space, would be served by existing parking facilities in and around Exposition Park including surface and subterranean parking within Exposition Park, USC parking lots to the north, and private lots in the project vicinity, as well as the grass areas for overflow parking. Under Option 2, these existing parking facilities in and around Exposition Park would continue to be available, and the existing VIP parking lot west of the existing Sports Arena would also be retained, providing an additional source of parking to serve the needs of the MLS Stadium use. The public venues developed under both Option 1 and Option 2 would be supported by ancillary uses including bathroom facilities, with the additional ancillary use of on-site concession facilities being provided under Option 2. Therefore, the Proposed Project would be consistent with this goal.

Goal: To provide a basis for the location and programming of public service facilities, parks, and recreation facilities.

Consistent. The Proposed Project would facilitate a continuance of the existing publicly- oriented use of the site and would therefore be consistent with the general aim of this goal.

Goal: To encourage the cooperation and participation of residents, property owners, business persons, public agencies, and community organizations in the revitalization of the area.

Consistent. The Coliseum Commission would be expected to continue their current efforts to involve community organizations, business persons, residents, and adjacent property owners, and to work cooperatively with relevant public agencies, in the planning for redevelopment of the Project Site. Ongoing coordination with the operators of the other facilities within Exposition Park would similarly be expected to continue. Therefore, the project would be considered to be consistent with this goal.

Goal: To promote coordinated management of Exposition Park with specific attention given to facility use, development, parking, circulation, security, and maintenance.

Consistent. The Proposed Project would not change the existing management and operation arrangement currently in place at the Project Site, and with respect to the other facilities within Exposition Park. Provisions for coordinated security and maintenance arrangements as needed for the redeveloped Project Site would be expected with implementation of either Option 1 or Option 2 of the Proposed Project, as would parking and traffic circulation measures designed to mitigate potentially significant impacts (see Section IV.A. Aesthetics, Section IV.H. Public Services, and Section IV.J. Traffic and Transportation). Therefore, the Proposed Project would be consistent with this goal.

Goal: To encourage the preservation of historic monuments, landmarks, and buildings, particularly those affected by new development subject to an owner participation or disposition and development agreement.

Consistent. The Proposed Project would include demolition of the Sports Arena and redevelopment of the Project Site with either a Multiple Use Space (Option 1) or a MLS Stadium (Option 2). Both the Sports Arena and Exposition Park are not listed as historic landmarks or buildings at the national, state, or local levels, and the Sports Arena is not designated as a Historic-Cultural Monument by the City of Los Angeles. As concluded in Section V.D Cultural and Historic Resources, while the Coliseum is listed on the National Register of Historic Places as a Historic Monument, the Proposed Project would not jeopardize this listing. Thus, the Proposed Project would be consistent with this goal.

Goal: To promote compatible development, with consideration to scale, height, material, architectural quality, and site orientation.

Consistent. The Proposed Project would be compatible in scale, height, materials, architectural quality and site orientation within the context of Exposition Park as well as the surrounding built environment as it would replace the existing north-south oriented Sports Arena with either a Multiple Use Space, providing a recessed, open-air all-grass amphitheater surrounded by grass landscaped areas (Option 1), or a MLS Stadium constructed mostly below grade and providing a modern, world-class sports complex on the Project Site. The orientation of both the amphitheater (under Option 1) and the stadium (under Option 2) would be along an north-south axis, in acknowledgement of the architectural form of the proposed facilities as well as the configuration and function of the existing Project Site within the context of Exposition Park. Both Option 1 and 2 would result in developments which would be lower in scale than the existing Sports Arena, and would provide considerably more landscaped area when compared to the existing Sports Arena complex. Thus, the Proposed Project would be consistent with this goal.

The Proposed Project would be generally consistent with the relevant goals of the Redevelopment Plan. As discussed in Section IV.J, Traffic and Transportation, existing parking available within and around Exposition Park would be adequate for the Proposed Project uses. Therefore, impacts on the Redevelopment Plan goals from implementation of the Proposed Project would be less than significant.

City of Los Angeles Planning and Zoning Code

Zoning/Allowable Uses: The Project Site is zoned OS-1XL (Open Space), as is the majority of Exposition Park. The OS zone permits a limited amount of designated uses under the City of Los Angeles Planning and Zoning Code, including parks and recreation facilities (i.e. bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, children's play areas, picnic facilities, and athletic fields), natural resource preserves, marine and ecological preserves, sanitary landfill sites, and water conservation areas. The land uses identified under Option 1 and Option 2 of the Proposed Project are parks and recreation facilities, and as such would be permitted uses in the OS zone. Under both Options, the existing management and operation arrangement within Exposition Park that is currently in place would continue with redevelopment of the Project Site. With regard to the Project Site's height district of

1XL, which limits the maximum FAR to 3:1 and the height of a building or structure to two stories and 30 feet, the Proposed Project would exceed this height. The Proposed Project would therefore need to seek discretionary relief form the Planning and Zoning Code from the Department of City Planning. With procurement of all applicable variances and/or approvals, the Proposed Project would then be made consistent with the provisions of the Planning and Zoning Code, and no land use impact would occur.

Parking

Parking needs of the Proposed Project would be met by a combination of sources including the overflow parking areas available as a part of a Multiple Use Space (Option 1), or the VIP parking area retained as a part of the MLS Stadium development (Option 2); existing parking spaces within Exposition Park surface and subterranean parking lots; and, adjacent off-site commercial surface parking lots along Figueroa Street and Martin Luther King Jr. Boulevard. Further, events at the redeveloped Project Site would be scheduled such that they would not be held concurrently with other events occurring within Exposition Park, thereby assuring an adequate supply of available parking. In addition, the parking developed as a part of the Proposed Project (i.e., overflow parking areas within the Multiple Use Space, or the VIP parking area retained as a part of the MLS Stadium) would be made available to the other venues and facilities within Exposition Park on an as needed basis. As discussed in Section IV.J, Traffic, Transportation and Parking, the parking needs for a Multiple Use Space (Option 1) would be reduced when compared to those of the existing Sports Arena complex. The parking needs of either Option (i.e., Multiple Use Space or the MLS Stadium) would not exceed the existing combined parking capacity available within the redeveloped Project Site, Exposition Park, and the surrounding area. Therefore, no impact with regard to parking would result from implementation of the Proposed Project.

Landscape

The Proposed Project would provide for landscape consistent with the existing landscaped plan and improvements within Exposition Park, and the Exposition Park Master Plan, which would be substantially increased in area when compared to the existing landscape provided on the Project Site. Therefore, no impact with regard to provision for landscape would result from implementation of the Proposed Project.

Requested Permits

The Los Angeles Memorial Coliseum Commission will obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions associated with implementation of either Option 1 or Option 2 including, but not limited to the following: demolition, grading, excavation, shoring, foundation, haul route approval and structural building improvements.

MITIGATION MEASURES

With respect to temporary land use compatibility impacts associated with construction-related air quality emissions, construction noise, and partial sidewalk and roadway lane closures, mitigation measures have

been identified in the respective chapters of this EIR. (See Sections IV.B, Air Quality, IV.G, Noise, and IV.J, Traffic, Transportation and Parking.)

With respect to operational impacts, the following mitigation measure is required.

F-1. The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Incorporation of the mitigation measures for construction-related traffic, noise, and air quality impacts identified in Sections IV.B, Air Quality, IV.G, Noise and IV.J, Traffic, Transportation and Parking of this Draft EIR would serve to reduce the Proposed Project's anticipated construction impacts, but significant and unavoidable impacts would result on a temporary basis during the construction period.

The proposed project under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium) would be consistent with the underlying General Plan and Zone Designation, the Redevelopment Plan, the Exposition Park Master Plan, and applicable regional plans and regulations. As such, impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant prior to mitigation and no mitigation measures are required.

IV. ENVIRONMENTAL IMPACT ANALYSIS
G. NOISE

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table IV.G-1, Representative Environmental Noise Levels, illustrates representative noise levels in the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent energy noise level (L_{eq}) is a measure of ambient noise, while the day-night average level (L_{dn}) and community noise exposure level (CNEL) are measures of community noise. Each is applicable to this analysis and defined as follows:

- L_{eq}, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{dn}, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- CNEL is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

- L_{min} expresses a measurement of the minimum instantaneous noise level experienced during a given period of time.

- L_{max} expresses a measurement of the maximum instantaneous noise level experienced during a given period of time.

Table IV.G-1
Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-over at 100 feet		
	—100—	
Gas Lawnmower at 3 feet		
	—90—	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime		
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
		Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime		
	—30—	Library
Quiet Rural Area during Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

Source: California Department of Transportation, 1998.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas

(typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[1]

Fundamentals of Environmental Groundborne Vibration

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

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[1] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

The general human response to different levels of groundborne vibration velocity levels is described in Table IV.G-2, Human Response to Different Levels of Groundborne Vibration.

Table IV.G-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Railroad Administration, 1998.

Regulatory Framework

Federal

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds during construction and operation for sensitive buildings. The Federal Railway Administration has developed vibration impact thresholds for noise-sensitive buildings, residences, and institutional land uses. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences and daycare facility) and 83 VdB at institutional buildings (e.g., schools and churches). These thresholds apply to conditions where there are an infrequent number of events per day.[2]

State

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new multi-family dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Local

City of Los Angeles Noise Regulation

The City of Los Angeles is the local agency responsible for adopting and implementing policies as they relate to noise levels and its effect on land uses within its jurisdiction. Both acceptable and unacceptable

[2] *"Infrequent events" is defined by the Federal Railroad Administration as being fewer than 70 vibration events per day.*

noise levels associated with construction activities, roadway noise levels and ambient noise levels must be defined and quantified. The City of Los Angeles has numerous ordinances and enforcement practices that apply to intrusive noise as well as ones that guide new construction. The City's comprehensive noise ordinance (Chapter XI of the LAMC) sets forth sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance to the peace, and legal remedies for violations.

In particular, Section 41.40 of the LAMC prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6 p.m. and 8 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tools that exceed the following noise limits at a distance of 50 feet between the hours of 7:00 a.m. and 10:00 p.m.:

- 75 dB(A) for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

- 75 dB(A) for powered equipment of 20 horsepower or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools; or

- 65 dB(A) for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

However, the noise limitations above would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

City of Los Angeles General Plan Noise Element

The California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the state. The Noise Element of the City of Los Angeles General Plan is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. Overall, the City's Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation regulations, strategies, and programs as well as delineating federal, State, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels.

The City's noise standards are correlated with land use zoning classifications in order to maintain identified ambient noise levels and to limit, mitigate, or eliminate intrusive noise that exceeds the ambient noise levels within a specified zone. Table IV.G-3, Guidelines for Noise Compatible Land Uses - Community Noise Exposure (CNEL), lists the noise/land use compatibility guidelines for land uses within the City of Los Angeles.[3]

Table IV.G-3
Guidelines for Noise Compatible Land Uses -Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 70
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 80
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 65
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 70
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: Office of Noise Control, California Department of Health Services (DHS).

In accordance with the Noise Element of the City of Los Angeles General Plan, a noise exposure of up to 60 dB CNEL is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dB CNEL for noise-sensitive uses are considered conditionally acceptable if all measures to reduce such exposure have

[3] *The City's noise/land use compatibility guidelines for land uses are taken from the guidelines prepared by the California Department of Health Services (DHS), Office of Noise Control.*

been taken. Noise levels above 70 dB CNEL are normally unacceptable for sensitive receptors except in unusual circumstances.

Existing Ambient Daytime Noise Levels

The Project Site is located in an urbanized environment with the following primary noise sources in the vicinity: Coliseum/Sports Arena activities during special events, traffic on the elevated Harbor Freeway (Interstate 110) located to the east of the Project Site, and traffic on the surface streets of Figueroa Street and Martin Luther King Jr. Boulevard. The Sports Arena is located within Exposition Park, which includes passive recreational spaces as well as County and State Museums. These areas are located north and west of the Sports Arena. Within this park/institutional setting, the ambient noise environment is dominated by the Coliseum and Sports Arena activities during special events.

To establish baseline noise conditions within the vicinity of the Project Site, existing daytime noise levels were documented by taking noise measurements at four locations during a non-event weekday on September 9, 2010 from approximately 11:30 a.m. to 12:50 p.m. A non-event weekday was selected to establish baseline conditions for the project vicinity as it would be most representative of the majority of the year. In the past five years, the Sports Arena and Coliseum held, on average, 69 events a year. As such, these measurements reflect the ambient weekday conditions for approximately 81% of the year. The 15-minute average noise levels measured at each of these locations are identified in Table IV.G-4, which are generally characteristic of an urban environment. The monitoring locations are illustrated in Figure IV.G-1, Noise Monitoring Location Map (see Appendix D to this Draft EIR for noise level measurement data).

Table IV.G-4
Existing Daytime Noise Levels

Noise Measurement Location[a]	Primary Noise Sources	Noise Levels		
		L_{eq}	L_{min}	L_{max}
1) Southwest corner of Project Site.	Light vehicle traffic and pedestrians.	60.4	52.3	71.0
2) Northern-central boundary of Project Site.	Light vehicle traffic and pedestrians.	57.9	50.1	72.7
3) Southeast corner of Project Site near Figueroa Street	Heavy vehicle traffic from Figueroa Street and pedestrian activity.	67.4	57.7	76.5
4) South of Project Site on sidewalk fronting MLK Blvd.	Heavy vehicle traffic on MLK Blvd. and pedestrian activity.	76.3	59.5	87.9

[a] *Refer to Figure IV.G-1 for locations.*
Source: Parker Environmental Consultants September 2010. Noise measurement data are provided in Appendix D.

Source: Google Earth, 2010; PARKER Environmental Consultants September 2010.

CAJA Environmental Services, LLC

Figure IV.G-1
Noise Monitoring Location Map

The noise-sensitive receptors within the vicinity of the Project Site are as follows: Passive recreational and open space areas in Exposition Park north and west of the Sports Arena, Los Angeles County and State Museums in Exposition Park (including Ralph M. Parsons Pre-School located within Expo-Center west of Sports Arena), Residential uses located on the east side of Figueroa Street, and Residential uses located on the south side of Martin Luther King Jr. Boulevard between Figueroa Street and Menlo Avenue. These uses were identified as noise-sensitive receptors because they are located near the Project Site where construction activities would occur for the Proposed Project. These uses are considered to be sensitive to noise because they are places that people have a reasonable expectation for quiet hours necessary for sleep, relaxation, reading and other noise-sensitive activities.

Existing Groundborne Vibration Levels

Aside from seismic events, the greatest regular sources of groundborne vibration in the vicinity of the Project site are construction activities and roadway truck traffic. At the time that this EIR was prepared, no major construction activities likely to generate high groundborne vibration velocity levels (e.g., demolition, or pile driving) were occurring in the vicinity of the Project Site. Although there is anticipated construction activity associated with the Metro Light Rail Project located along Exposition Boulevard, this construction area is located more than 1,500 feet north of the Project Site and it is not expected construction-related vibration would be experienced at the Project Site from this related project. However, Medium to Heavy trucks and numerous buses currently travel along the streets adjacent to the Project Site, which do contribute to existing levels of groundborne vibration. These trucks typically generate groundborne vibration velocity levels of around 63 vibration decibels (VdB), and these levels could reach 72 VdB where trucks pass over bumps in the road.[4]

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Construction Noise

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

[4] *Federal Railroad Administration, 1998, High Speed Ground Transportation Noise and Vibration Impact Assessment.*

- Construction activities would exceed the ambient noise level by 5dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Construction Groundborne Vibration

Although not specified in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would typically have a significant impact if project construction activities would generate and expose persons to excessive groundborne vibration or groundborne noise levels.

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for sensitive buildings. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences). No thresholds have been adopted or recommended for commercial uses.

Operational Noise

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

Project Impacts

Construction Noise

Construction activities with the Proposed Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the project site; and delivery and hauling of construction supplies and debris to and from the project site. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. The projected haul route that would be used by haul and delivery trucks for the Proposed Project during construction is anticipated to be east/west bound on MLK Boulevard to/from the Project Site utilizing the 110 Freeway. Although noise sensitive receptors and other land uses along the haul route could see an increased amount of truck activity during times of construction, the noise levels generated by the passing trucks to the receptor locations would be substantially similar to the existing noise levels generated by other buses, trucks, and automobiles along this route. In addition, these noise levels would not be greater than the levels generated by construction equipment and activity on the Project Site. These potential noise levels are discussed in further detail below. Additionally, it should be noted that the Proposed Project will require the approval of a haul route application which will require the project construction and associated hauling

activities to occur in accordance with the permissible hours of operation and trip characteristics as approved in the haul route administered by the Department of Building and Safety.

The U.S. EPA has compiled data regarding the noise generating characteristics of typical construction activities. These data are presented in IV.G-5, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table IV.G-5
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: U.S. EPA, 1971.

Due to the use of construction equipment during the construction phase, the Proposed Project could expose patrons at the previously stated noise-sensitive receptors to increased ambient exterior noise levels comparable to those listed in Table IV.G-5, or higher. As shown in Table IV.G-5, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA L_{eq} with the use of noise-attenuating devices. Table IV.G-7, Exterior Noise at Off-Site Sensitive Uses from Project Construction, shows the construction noise levels that could occur at the off-site sensitive uses during construction at the Project Site and the nearest approximate ambient recorded daytime L_{eq} for comparative purposes.

As shown in Table IV.G-6, the construction noise levels experienced by the off-site sensitive receptors would range from 67.9 dBA L_{eq} to 83.1 dBA L_{eq}. Thus, construction activities associated with the Proposed Project would result in a temporary or periodic increase in noise levels at some of the off-site noise sensitive receptor locations.

Based on criteria established in the L.A. CEQA Threshold Guide, construction activities lasting more than 10 days in a three month period that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would normally result in a significant impact. As shown in Table IV.G-6, the estimated construction noise levels would exceed the measured ambient noise levels by more than 5 dBA at Sensitive Receptor Locations 1 & 2. Therefore, potentially significant short-term noise impacts

would occur with respect to the thresholds established in the L.A. CEQA Threshold Guide. It should be noted, however, that the increase in noise levels at the off-site locations during construction at the Project Site would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances are possible. Accordingly, construction activities associated with the Proposed Project would generate a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity, and impacts would be considered potentially significant.

Table IV.G-6
Exterior Noise at Off-Site Sensitive Uses From Project Construction

Sensitive Receptor Location	Sensitive Land Use	Approx. Distance to Project Site (ft.) [a]	Estimated Construction Noise Levels (dBA L_{eq}) [b]	Measured Ambient Daytime Noise Levels (dBA L_{eq})
1	Passive recreational and open space areas in Exposition Park north and west of the Sports Arena.	70	83.1	57.9
2	Los Angeles County and State Museums in Exposition Park (including Ralph M. Parsons Pre-School located within Expo-Center west of Sports Arena).	400	67.9	60.4
3	Residential uses located on the east side of Figueroa Street.	250	72.0	67.4
4	Residential uses located on the south side of Martin Luther King Jr. Boulevard between Figueroa Street and Menlo Avenue.	325	69.7	76.3

[a] *The distance is estimated based on the nearest direct line from the sensitive receptor to the Project Site boundary.*

[b] *The noise level was determined with the following equation from Harris Miller Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: $L_{eq} = L_{eq}$ at 50 ft. – 20 Log(D/50), where L_{eq} = noise level of noise source, D = distance from the noise source to the receiver, L_{eq} at 50 ft.= noise level of source at 50 feet.*

Source: Parker Environmental Consultants, September 2010.

Construction-Related Groundborne Vibration

Construction activities that would occur within the Project Site would include demolition and excavation, which would have the potential to generate low levels of groundborne vibration. Table IV.G-7, Vibration Source Levels for Construction Equipment, identifies various vibration velocity levels for the types of construction equipment that would operate during the construction of the Proposed Project. Based on the information presented in Table IV.G-7, vibration levels could reach as high as approximately 87 VdB within 25 feet of the Project Site from the operation of construction equipment.

Table IV.G-7
Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB at 25 feet
Large Bulldozer	87
Caisson Drilling	87
Loaded Trucks	86
Jackhammer	79
Small Bulldozer	58

Source: *Harris Miller Miller Hanson, Transit Noise and Vibration Impact Assessment, Final Report, April 1995.*

Construction activities would have the potential to impact the nearest off-site sensitive receptors to the Project Site. As discussed under Thresholds of Significance above, the Federal Railway Administration has established vibration impact thresholds for sensitive buildings, residences, and institutional land uses. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings. The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. For purposes of this analysis, the 80 VdB threshold would be applicable to the residential uses and the 83 VdB threshold would be applicable to passive recreation areas and structures located in Exposition Park. Table IV.G-8, below, provides estimated groundborne vibration levels at off-site sensitive uses from construction activities. As shown, the nearest sensitive uses would not experience construction related vibration levels above 78.1 VdB. Consequently, the vibration level that would be experienced by these uses would not exceed the Federal Railway Administration's vibration impact thresholds, and this impact would be considered less than significant.

Table IV.G-8
Groundborne Vibration at Off-Site Sensitive Uses From Construction Activities

Sensitive Land Use	Approx. Distance to Project Site (ft.)	Estimated Construction Vibration Levels (VdB) [a]
Passive recreational and open space areas in Exposition Park north and west of the Sports Arena.	70	78.1
Los Angeles County and State Museums in Exposition Park (including Ralph M. Parsons Pre-School located within Expo-Center west of Sports Arena).	400	63.0
Residential uses located on the east side of Figueroa Street.	250	67.0
Residential uses located on the south side of Martin Luther King Jr. Boulevard between Figueroa Street and Menlo Avenue.	325	64.7

[a] *The vibration levels at the off-site sensitive uses are determined with the following equation from Harris Miller & Hanson Inc.'s (HMMH) Transit Noise and Vibration Impact Assessment, Final Report: Lv(D)=Lv(25 ft) – 20log(D/25), where Lv = vibration level of equipment, D = distance from the equipment to the receiver, Lv(25 ft) = vibration level of equipment at 25 feet.*

Source: Parker Environmental Consultants, September 2010.

Operational Noise – Special Event Noise

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air amphitheater. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena, although the hole would be partially filled requiring approximately 250,000 cubic yards of soil import. This would allow Option 1 to take advantage of the existing topography of the Project Site. An approximate 800-square foot (40 feet x 20 feet) concrete pad would be located at the lowest elevation in the center of the amphitheater to serve as the stage and provide support for audio and visual equipment.

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on an east-west axis and would have a permanent seating capacity of approximately 22,000. The proposed outdoor soccer stadium would take advantage of the existing topography of the Project Site by constructing the stadium within the existing depression currently occupied by the Sports Arena, although the hole would need to be reconfigured to accommodate the different shape of the stadium.

Under both project options, the existing indoor venue would be replaced with an outdoor venue. Noise sources from special events at the open-air amphitheater or soccer stadium would include:

- Crowd noise (particularly yells and cheers at high attendance soccer or concert events);

- Public Address System (amplified public announcements and/or play-by-play announcements).
- Amplified concert music;
- Traffic-related noise from motorists traveling to and from events (discussed in detail below); and
- Helicopters and other aircrafts covering events.

It is anticipated that noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. However, noise levels generated during concert and related events that would involve the use of amplified music and announcements would be increased compared to existing conditions and could have the potential to adversely impact neighboring uses to the east and south of the Project Site. It is typically expected that the sound level achieved for concert music, particularly popular or rock type music, would be in the 95 to 110 decibel range within the venue boundaries. The lower end of the range would be representative of ballad-type popular music while the upper end is representative of very loud rock or soul music.[5] Accordingly, music concert noise is likely to exceed ambient conditions by five decibels in residential adjacent areas during off-peak traffic times when noise levels in surrounding communities are low. As a result, some residents may continue to occasionally find evening concert noise intrusive or annoying. Therefore, as the Proposed Project would involve the replacement of an existing indoor venue with an outdoor venue generating a new source of noise exceeding the ambient conditions by five decibels, operational noise impacts from special events would be considered potentially significant.

Noise from Event Traffic & Parking Lots

With respect to vehicle and parking lot noise, the proposed event/soccer stadium facility replacing the existing Sports Arena is not expected to generate significant new traffic trips. As explained in more detail in Section IV.K, Transportation/Traffic, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility. Combined with the Coliseum, the Project Site supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people (or motor vehicles) for individual events at the Sports Arena. Accordingly, vehicular and parking related noise would not be increased as a result of the Proposed Project and noise from event traffic would be considered less than significant.

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[5] *Los Angeles Memorial Coliseum Renovation Project, Draft EIR, SCH# 1990011065.*

MITIGATION MEASURES

Code Required Measures

CR G-1 The Applicant shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CR G-2 The Applicant shall ensure construction and demolition be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

Project-Specific Mitigation Measures

MM G-1 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.

MM G-2 The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.

MM G-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.

MM G-4 The perimeter of the Project Site 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.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Construction

With compliance with Section 41.40 of the LAMC and the implementation of the Mitigation Measures G-1 through G-6, listed above, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction

noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period, construction noise impacts would be significant and unavoidable.

Construction related vibration levels would not exceed the Federal Railway Administration's thresholds of significance, and thus, these impacts would be considered less than significant.

Operational Noise – Special Event Noise

The Proposed Project would involve the replacement of an existing indoor venue with an outdoor venue generating a new source of noise exceeding the ambient conditions by five decibels. No feasible mitigation has been identified to reduce these noise levels below five decibels. As such, operational noise impacts from special events would be considered significant and unavoidable.

Noise from Event Traffic & Parking Lots

Vehicular and parking related noise would not be increased as a result of the Proposed Project and noise from event traffic would be considered less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC SERVICES
1. FIRE SERVICES

ENVIRONMENTAL SETTING

Fire prevention, fire suppression, and life safety services are provided throughout the City of Los Angeles, including the Project Site, by the Los Angeles City Fire Department (LAFD). These services are governed by the Fire Protection and Prevention Plan (Plan), an element of the City's General Plan, as well as the Fire Code section of the Los Angeles Municipal Code (LAMC). The Plan and the Fire Code serve as guides to City Departments, government offices, developers, and establish standards for the design, construction, maintenance, and operation of fire protection facilities including systems incorporated into private developments. These standards specify fire-flow criteria, minimum distances to fire stations, public and private hydrant specifications and location criteria, and access provisions for fire fighting vehicles and personnel. The adequacy of fire protection for a given area is based on response distance from existing fire stations, required fire-flow, and the Fire Department's judgment for needs in the area.

Citywide, the LAFD has 3,586 uniformed personnel and 353 non-uniformed support staff. Provided services include fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. A professionally trained staff of 1,104 firefighters (including 242 paramedic-trained personnel) is on duty at all times at 106 neighborhood fire stations located across the LAFD's 471-square-mile jurisdiction.[1] At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the Proposed Project.[2]

Fire Stations

The LAFD has fire stations at the following three locations for initial response service to the Project Site:[3]

Fire Station No. 46 – This station is located at 4370 S. Hoover Street, approximately 0.8 miles from the Project Site. It is staffed with 9 members and is equipped with an Engine and 2 Rescue Ambulances.

Fire Station No. 15 – This station is located at 915 W. Jefferson Boulevard, approximately 0.9 miles from the Project Site. It is staffed with 12 members and is equipped with an Engine, an Assessment Light Force, and a Paramedic Ambulance.

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1 *Los Angeles Fire Department, website: http://www.lafd.org/about.htm, accessed September 21, 2010.*

2 *Written correspondence from John Dallas, Inspector I, Hydrants and Access Unit, Los Angeles Fire Department, May 20, 2010.*

3 *Ibid.*

Fire Station No. 14 – This station is located at 3401 S. Central Avenue, approximately 1.6 miles from the Project Site. It is staffed with 14 members and is equipped with a Task Force Station, Engine and Truck Companies, and Paramedic Ambulances.

Fire station locations are shown in Figure IV.H-1, Fire Station Locations. The above distances were computed to 3939 Figueroa Street, the address of the existing Sports Arena.

Fire Flow and Fire Hydrants

In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy and degree of fire hazard. Fire-flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. According to the Los Angeles Fire Department, the required fire-flow for the Proposed Project has been set at 6,000 gpm from 4 fire hydrants flowing simultaneously. Improvements to the water system in this area may be required to provide 6,000 gpm fire-flow. The cost of improving the water system may be charged to the developer.[4]

There is a fire hydrant directly north of the Sports Arena on the west side of Figueroa Street. This hydrant is on a 16-inch water main. In addition, there is one hydrant on the southwest corner of Martin Luther King, Jr. Boulevard, and one hydrant on the southeast corner of Martin Luther King, Jr. Boulevard and Figueroa Street. These hydrants are situated on 8-inch mains and 12-inch mains, respectively.

Response Distance and Emergency Access

The City of Los Angeles Fire Code specifies the maximum response distances allowed between specific sites and engine and truck companies, based upon land use and fire flow requirements. Table IV.H-1 provides the maximum response distance for fire stations based on a project's proposed land use. When response distances exceed these requirements, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.). Based on the required fire-flow of 6,000 gpm, the first-due Engine company should be within 1 mile, and the first-due Truck Company should be within 1.5 mile. Based on the response distance from existing fire stations, fire protection is considered adequate.[5]

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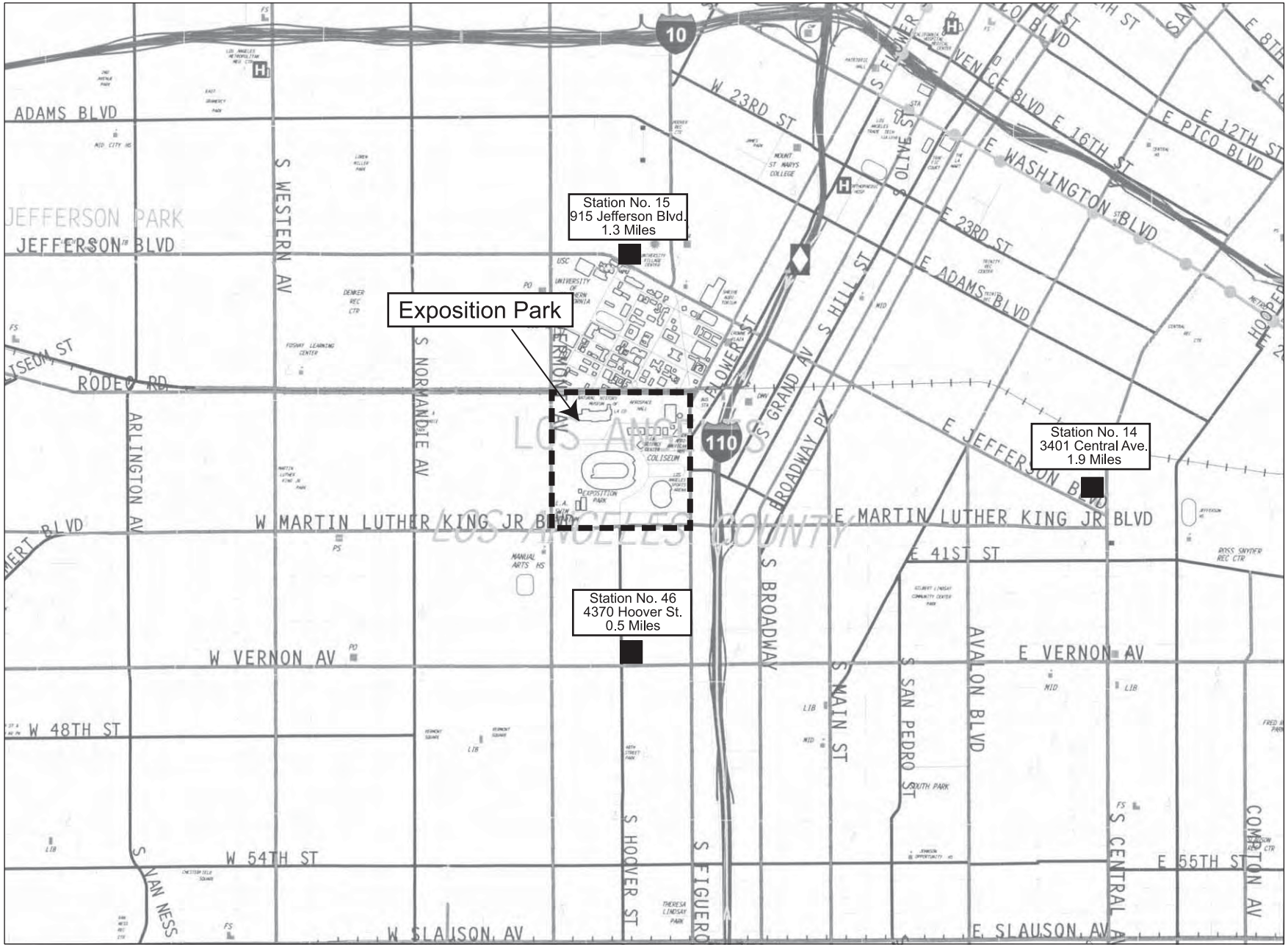
4 *Ibid.*

5 *Ibid.*



Source: 2001 Thomas Bro. Maps and Christopher A. Joseph & Associates, January 2003.

Not to Scale

CAJA Environmental Services, LLC

Figure IV.H-1
Fire Station Location Map

Access to the Project Site for the purposes of fire suppression and emergency medical service (EMS) vehicles is currently provided via public roadways located directly adjacent to the Project Site, including primary access from Martin Luther King Jr. Boulevard to the south and Figueroa Street to the east.

Table IV.H-1

Maximum Response Distance (miles)

Land Use	Fire Station	
	Engine Company	Truck Company
Low Density Residential High Density Residential Neighborhood Commercial	1.0 - 1.5	1.0 - 1.5
Industrial and Commercial	1.0	1.0 - 1.5
High Density Commercial High Density Industrial Commercial and Industrial Centers	0.75	1.0

Source: City of Los Angeles Fire Code, Los Angeles Municipal Code (LAMC), Section 57.09.06.C

The three identified fire stations serving the site currently have established emergency response plans for the Sports Arena.

The current maximum capacity for Sports Arena events is approximately 16,740 persons. Under existing operations, fire and emergency medical services are adequately provided on-site or available within an acceptable response time during sporting and special events.

ENVIRONMENTAL IMPACT

Threshold of Significance

City of Los Angeles CEQA Thresholds Guide

In accordance with the City of Los Angeles CEQA Thresholds Guide (2006), a project would normally have a significant impact on fire protection if:

(a) The project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service.

PROJECT IMPACTS

Under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium), the demands placed upon the Los Angeles Fire Department would be substantially similar to the current conditions, as all of the aforementioned uses would generate large public gatherings. Public events with large crowds generate

demands for increased life safety planning and staffing at event operations. The Proposed Project under either Option would be required to comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.[6]

With regard to emergency services access to the Proposed Project, and consistent with the Fire Protection and Prevention Plan (an element of the General Plan), at least two different ingress/egress roads for each area will be provided. Such access roads will accommodate major fire apparatus and provide for major evacuation during emergency situations.[7]

Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the Proposed Project. In addition, compliance with the listed Code-Required Measures, as well as any additional recommendations made during later reviews of the Proposed Project by the Fire Department will reduce potential impacts to less than significant levels.[8]

MITIGATION MEASURES

The Proposed Project will be constructed in accordance with all applicable standard building and safety requirements for new construction (i.e., Uniform Building Code, Fire Code, etc.), including the following:

MM H.1-1. Sprinkler systems will be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.09.07).

MM H.1-2. All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.09.06, Subsection B-1).

MM H.1-3. The maximum distance between fire-flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.

MM H.1-4. Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.09.03, Subsection A).

MM H.1-5. If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.09.03, Subsection B.)

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6 *Ibid.*

7 *Ibid.*

8 *Ibid.*

MM H.1-6. When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.09.03, Subsection C).

MM H.1-7. All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.

MM H.1-8. Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.

MM H.1-9. Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.

MM H.1-10. All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.09.05).

MM H.1-11. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

MM H.1-12. In the event that a subterranean parking structure is included as a part of the Proposed Project, and where fire apparatus will be driven onto the road level surface of such subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.

LEVEL OF IMPACT AFTER MITIGATION

Project impacts upon fire services under Option 1 and 2 would be mitigated to less than significant levels with implementation of the mitigation measures MM I-1 through MM I -12, above.

IV. ENVIRONMENTAL IMPACT ANALYSIS
H. PUBLIC SERVICES
2. POLICE PROTECTION

ENVIRONMENTAL SETTING

The Los Angeles Police Department (LAPD) is the local law enforcement agency responsible for providing police protection services to the Project Site and immediate Project Vicinity. The site is located within LAPD Reporting District (RD) 378, which consists entirely of Exposition Park. The boundaries of RD 378 are Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. RD 378 is located within the Southwest Area, one of the LAPD's 18 area divisions within the City. The Southwest Area is bounded by the Santa Monica Freeway (Interstate 10) to the north, the Harbor Freeway (Interstate 110) to the east, Vernon Avenue to the South, and S. La Cienega Boulevard to the west.

As shown in Figure IV.H-2, Police Station Locations, the Southwest Area police station is located at 1546 W. Martin Luther King Jr. Boulevard, approximately 1.2 miles west of the site. The Southwest Area currently staffs 347 sworn officers and 26 civilian support staff deployed over three watches.[9] The Project Site is routinely patrolled at all times by officers assigned to the Southwest Area.

The crime rate, which is based on the number of crimes reported within a specified area with a given population, affects the "needs" projection for staff, facilities, and equipment for the LAPD. Annual crime statistics reported for the year 2008 for the Southwest Area indicate a crime rate of 53.8 per 1,000 persons, which is above the reported 2008 citywide crime rate of 41.6 per 1,000 persons (for all arrests).[10] Increases in the crime rate are not necessarily directly proportional to increases in land use activity. This is due to other factors contributing to the crime rate such as police presence, crime prevention measures, and on-going legislation/funding for public safety and community policing programs.

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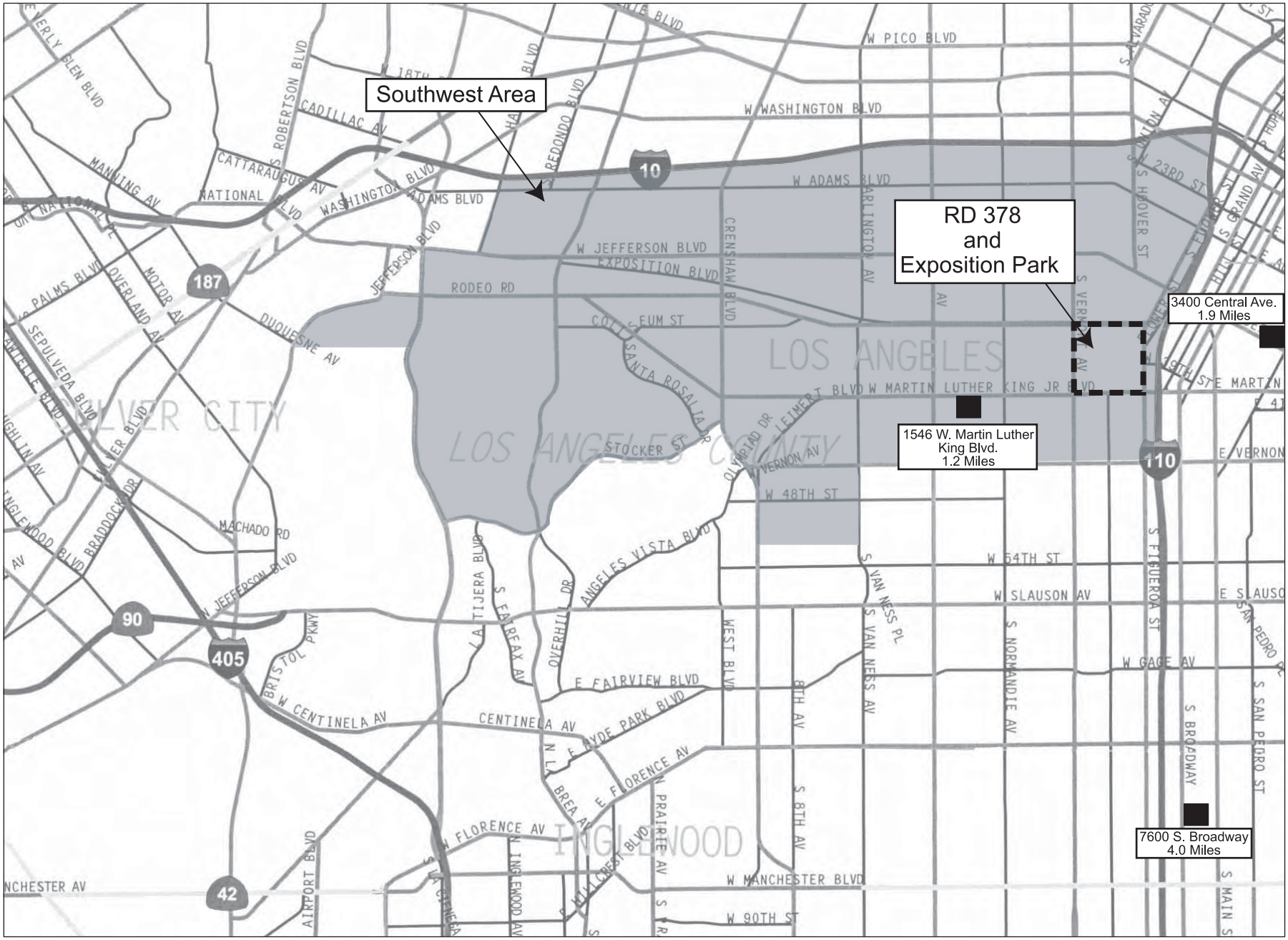
9 *Los Angeles Police Department, Statistical Digest 2008.*

10 *Ibid.*



Source: 2001 Thomas Bro. Maps and Christopher A. Joseph & Associates, January 2003.

No Scale

CAJA Environmental Services, LLC

Figure IV.H-2
Police Station Location Map

Table IV.H-2, Los Angeles Crime Statistics Citywide and Southwest Area - 2008, provides 2008 crime statistics for the City as well as the Southwest Area (which includes the Project Site). As shown in Table IV.H-2, a total of 137,979 crimes occurred citywide in 2008, of which 13,968 occurred in the Southwest Area. The predominant crimes most often committed citywide and in the Southwest Area are larceny, auto theft, burglary, and robbery.

Table IV.H-2
Los Angeles Crime Statistics
Citywide and Southwest Area - 2008

Type of Crime	Citywide Year 2008	Southwest Area Year 2008
Homicide	381	34
Rape	786	82
Robbery	13,354	1,404
Aggravated Assults[1]	11,993	942
Total Violent Crimes	**26,514**	**2,462**
Burglary	19,402	1,391
Larceny	56,982	3,255
Auto Theft	22,268	1,392
Total Property Crimes	**98,652**	**6,038**
Total Part I Crimes	**125,166**	**8,500**
Population	4,004,000	191,041
Total Number of Sworn	9,830	347
Child/Spousal Abuse[1]	12,813	5,468
TOTAL	**137,979**	**13,968**

Notes:

1 Prior to 2005, the Aggravated Assaults included Child/Spousal Simple Assaults. Part II Child/Spousal Abuse Simple Assaults are not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting Guidelines.

Source: Los Angeles Police Department, Statistical Digest 2008; Los Angeles Police Department, Crime and Arrest Weekly Statistics, January 19, 2010.

ENVIRONMENTAL IMPACT

Thresholds of Significance

As set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) The population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area;

(b) The demand for police services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (i.e., facilities, equipment, and officers) and the project's proportional contribution to the demand; and

(c) Whether the project includes security and/or design features that would reduce the demand for police services.

Project Impacts

Construction Impacts

The Proposed Project has the potential to adversely affect police services during the construction period due to an increased potential for theft and vandalism. Construction sites can be sources of nuisances, providing hazards and inviting theft and vandalism. Therefore, when not properly secured, construction sites can attract criminal activity and become a distraction for local law enforcement. The demolition of the Sports Arena and redevelopment of the site with Option 1 (Multiple Use Site) or 2 (MLS Stadium) would therefore present a potentially significant impact on police protection services. However, the Proposed Project would employ mitigation measures including erecting temporary fencing around the construction site, and installing a security camera to discourage trespassers as well as deploying security guards to monitor the construction site and deter any potential criminal activity (see mitigation measures H.2-1 and H.2-2, below). Implementation of these mitigation measures would diminish the need for police services during construction of the Proposed Project and reduce the potentially significant impact to a less-than-significant level.

Operational Impacts

The Proposed Project has the potential to place high demands upon police protection services during operation as a result of the redevelopment of the site as a public venue. However, the Proposed Project includes security/design features that would reduce the demand for police service to less than significant levels. In addition private security staff will be employed for special events, in a manner that is consistent with the current operations.

The Proposed Project would introduce crowds of up to 93,000 people during Coliseum events in conjunction with the Multiple Use Space Option and crowds of up to 22,000 for the MLS Stadium Option. While there is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls requesting police responses to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the increase in on-site activity and increase in traffic on adjacent streets and arterials. Such calls are typical of problems experienced in the existing

neighborhood, and do not represent unique law enforcement issues specific to the Proposed Project. Nevertheless, to further reduce demands upon police services in the area, the Proposed Project would include strategically positioned low-level and security lighting to enhance public safety (see Mitigation Measure H.2-3).

Planning for the Multiple Use Space and the MLS Stadium would be designed to maximize public safety by limiting visually obstructed and infrequently accessed "dead zones," where ever possible. Security guards and ticket turnstiles would be employed to limit public access. The building and layout design of the MLS Stadium would also include crime prevention features, such as nighttime security lighting, full-time on-site professional security, security cameras monitored by on-site professional security, intrusion prevention systems, and secure parking facilities. As part of the Proposed Project, an on-site security plan would be conceived and implemented by the Coliseum Commission and various event coordinator(s) in consultation with the LAPD to minimize the potential for on-site crime and reduce demands upon additional LAPD services. While a security plan has not yet been finalized, such a plan would be required as a condition of project approval and would be developed in consultation with the LAPD Crime Prevention Unit (CPU) as part of the final site plan review process. Impacts related to police services would be considered less than significant, and the implementation of Mitigation Measures H.2-1 through H.2-3 would further reduce impacts upon police services.

The Proposed Project would not be expected to result in a substantial increase in the demand for police services from the LAPD such that a new police station or sub-station would need to be developed. Overall, police service impacts and staffing needs are based on the population served, which would not substantially increase as a result of the development of the Proposed Project, and the officer-to-population ratio would stay roughly the same. It is not anticipated that a new police facility would be necessary due to the Proposed Project and there are no known plans to construct any new police facilities in the Project area. Furthermore, the Proposed Project would be subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to address police protection service demands adequately. Thus, the Proposed Project would not necessitate new or expanded police facilities, and impacts to police services and facilities would be less than significant.

MITIGATION MEASURES

To ensure that potentially significant project impacts to police protection services would be less than significant; the following mitigation measures would be implemented as part of the Proposed Project:

H.2-1 The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

H.2-2: Project Event Sponsors shall employ private security guards to monitor and secure the Project Site during events to secure the site and deter any potential criminal activity.

H.2-3: The Project Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services shall provide a 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells.

ii. The parking garage shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the mitigation measures identified above, the Proposed Project would not significantly increase the demand for police services in the Project Area beyond what is currently experienced. The Proposed Project would not result in the provision of new or physically altered police protection facilities or the need for new facilities, the construction of which could cause significant environmental impacts. Therefore, the Proposed Project's operational impacts to police protection services would be less than significant after mitigation.

IV. ENVIRONMENTAL IMPACT ANALYSIS
I. PUBLIC UTILITIES
1. WASTEWATER

ENVIRONMENTAL SETTING

Existing Conditions

The City of Los Angeles Department of Public Works, Bureau of Sanitation Division, (the "Bureau of Sanitation") provides sewer conveyance infrastructure and wastewater treatment services to the Project Site and regulates the process of wastewater into the system. The Department of Public Works consists of five bureaus that design, build, inspect, and maintain the city's sewers, treatment plants, streets and street lighting systems. Engineering, Sanitation, and Contract Administration are the three bureaus that do most of the work involved with wastewater facility construction and operation.[1]

The Proposed Project would be served by the Hyperion Treatment Plant (HTP), the City's oldest and largest wastewater treatment facility, located southwest of the Los Angeles International Airport in Playa Del Rey. The Hyperion service area encompasses approximately 328,000 acres, or approximately 515 square miles, of the greater Los Angeles area and serves approximately four million people, 96 percent of the total area served by the City. The Hyperion service area also includes 53,000 acres outside the jurisdiction of the City on a contract basis. In November 1998, the HTP was upgraded to provide full secondary treatment for all wastewater based on an average dry weather flow of 450 million gallons per day (mgd). HTP currently processes average wastewater flows of approximately 340 mgd,[2] resulting in a remaining capacity of approximately 110 mgd.

The sewer infrastructure serving the Sports Arena consists of an existing 9- to 15-inch pipe originating from the northwest area of the Sports Arena and flowing in a southwestern direction into a 15- to 30-inch pipe under Hoover Street. The sewage from this pipe flows south along Hoover Street into a pipe greater than 45 inches near the intersection of Hoover Street and 41st Place.[3] Additional sewer infrastructure in vicinity of Exposition Park includes a network of six-, eight-, and ten-, twelve-, and 18-inch lines which feed into a 44-inch pipe under Exposition Boulevard and a 75-inch pipe in Rodeo Road.

Sewage is currently being generated on the Project Site from a variety of uses, the most significant of these being public restrooms, showers in the locker rooms, and concession stand/food preparation uses. In addition to these event-specific uses, the daily operation of the staff offices and ticket offices generate a

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[1] *City of Los Angeles Department of Public Works Bureau of Sanitation, LA Sewers, website: http://www.lasewers.org/, September 28, 2010.*

[2] *City of Los Angeles Department of Public Works, Bureau of Sanitation, website: http://www.lastormwater.org/siteorg/general/hypern1.htm, September 28, 2010.*

[3] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/index01.cfm, September 28, 2010.*

comparatively small amount of sewage. It should be noted that the majority of annual on-site sewage generation occurs during events. Specifically, as stated in Section II, Project Description, the Sports Arena hosts on average 29 events per year during the week (M-F). The maximum attendance was recorded at 52,234 attendees while the average attendance levels ranged from 3,591 (in year 2005) to 11,862 (in year 2009) over the five-year history. The five year historic weekend events and attendance levels had higher utilization rates, with a maximum attendance level recorded at 55,132 attendees and an average attendance level ranging from 5,550 (in year 2005) to 11,367 (in year 2009). Consequently, existing sewage generation on the Project Site varies significantly depending on attendance levels. Sewage generation on-site is significantly reduced during periods when no events are being held.

Regulatory Framework

The HTP is subject to a number of federal, State and local regulations. Some of the most applicable policies and plans are discussed in greater detail below.

Title 40, Code of Federal Regulations

The Code of Federal Regulations (CFR) is the codification of the general and permanent rules and regulations published in the Federal Register by the executive departments and agencies of the Federal Government. Title 40 is the section of the CFR that deals with the protection of the environment and human health. It mainly contains the national environmental regulations enacted by the Environmental Protection Agency (EPA). The Los Angeles Regional Water Quality Control Board enforces Section 122.41(m) of Part 40 of the CFR, which among many water quality controls, prohibits the bypassing of treatment facilities and sanitary sewer overflows.

Clean Water Act

The Clean Water Act (CWA), enacted in 1972, is the principal federal regulation governing water pollution in the United States. The Act established the basic structure for regulating discharges of pollutants into the waters of the United States and gave the Environmental Protection Agency (EPA) the authority to implement pollution control programs such as setting wastewater standards for industry. The CWA also continued to set requirements for water quality standards for all contaminants in surface waters.

National Pollution Discharge Elimination System (NPDES)

As authorized by the CWA, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal and other facilities must obtain permits if their discharges go directly to surface waters. In most cases, the NPDES permit program is administered

by authorized states. Since its introduction in 1972, the NPDES permit program is responsible for significant improvements to our nation's water quality.

California Water Code

California law consists of 29 codes, covering various subject areas, the State Constitution and Statutes. The California Water Code is the element which covers the issue of water in the State.

California Ocean Plan

Section 13170.2 of the California Water Code (CWC) directs the State Water Resources Control Board (State Water Board) to formulate and adopt a water quality control plan for ocean waters of California. The State Water Board first adopted this plan, known as the California Ocean Plan, in 1972. The California Ocean Plan establishes water quality objectives for California's ocean waters and provides the basis for regulation of wastes discharged into the State's coastal waters. The plan applies to point and nonpoint source discharges. Both the State Water Board and the six coastal Regional Water Quality Control Boards (Regional Water Boards) implement and interpret the California Ocean Plan.

Clean Water Enforcement and Pollution Prevention Act of 1999 (SB 709)

The Clean Water Enforcement and Pollution Prevention Act of 1999 (Senate Bill 709) amended the CWC by adding Section 13263.3. CWC Section 13263.3(d)(1) authorizes the State Water Resources Control Board (SWRCB), a Regional Water Quality Control Board (RWQCB), or a publicly owned treatment works (POTW) to require a discharger to prepare and implement a pollution prevention plan. CWC Section 13263.3(c) defines a discharger as any entity required to obtain NPDES permit or any entity subject to the federal pretreatment program.

Local Policies

Sewer Allocation Ordinance

To respond to the problem of insufficient sewer capacity, the City of Los Angeles has taken various steps to limit growth in the system. Ordinance No. 166,060, (also known as the Sewer Allocation Ordinance) adopted on June 27, 1990 by the City Council, established sewer permit allocation regulations for projects which discharge sewage into the HTP. Allocation is based on a City Council determination of "priority" and "non-priority" projects. "Priority" projects, which include such uses as nonprofit hospitals, emergency medical trauma centers, and affordable rental housing projects, are allocated a monthly sewage allotment of 143,750 gallons per day. The remaining "Non-Priority" projects receive a monthly sewage allotment of 239,583 gallons per day, of which 65 percent goes to residential projects and 35

percent goes to nonresidential. Los Angeles Ordinance No. 166,060 limits the annual increase in wastewater discharge from HTP to five million gallons per day (mgd).[4]

Wastewater Facilities Plan/Integrated Resources Plan

The City's sewer system is subject to Section 201 of the federal CWA. According to the CWA, the City must adopt a facilities plan in accordance with the United States Environmental Protection Agency (USEPA) Rules and Regulations, 40 CFR, Section 35.917. Section 201 specifies the following: facilities planning will demonstrate the need for facilities and, by a systematic evaluation of feasible alternatives, will also demonstrate that the proposed measures represent the most cost-effective means of meeting established effluent and water quality goals while recognizing environmental and social considerations.[5] The City prepared a Wastewater Facilities Plan (WFP) in 1982 and updated it in 1991. The WFP is focused primarily on developing cost-effective construction improvements and analyzes wastewater, water recycling, and stormwater services in the City.[6]

As a follow-up, the City adopted the Integrated Resources Plan in 2006. The Integrated Resources Plan incorporates a new City-prepared Wastewater Facilities Plan to address demand and capacity through 2020. The Integrated Resources Plan serves to update the information prepared in the 1991 Wastewater Facilities Plan, while also considering the needs of the City's recycled water and urban runoff systems. Specifically, the Integrated Resources Plan was developed to accommodate the projected increase in wastewater flow over the next 20 years while maximizing the beneficial reuse of recycled water and urban runoff and, as a result, optimizing the use of the City's existing facilities and water resources. Growth projections and data sources used in the Integrated Resources Plan were based on the Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan, which estimated that the population of Los Angeles would reach almost 4.3 million people by 2020.

In order to meet the future demands posed by increased wastewater generation, the City chose to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation and other approved uses, including groundwater replenishment. According to the Integrated Resources Plan, the only water reclamation plant capable of providing recycled water for replenishment at existing spreading grounds is the Donald Tillman Water Reclamation Plant in the Sepulveda Basin in Van Nuys. The Tillman Water Reclamation Plant may be increased in size to convey approximately 100 million gallons per day of wastewater by 2020. These improvements, along with new sewer pipelines,

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[4] *City of Los Angeles, LA CEQA Thresholds Guide, 2006, page K.2-6.*

[5] *City of Los Angeles Integrated Resources Plan Facilities Plan, Volume 1, July 2004, Revised November 2005, page 3-1.*

[6] *City of Los Angeles Department of Public Works Bureau of Sanitation, Integrated Resources Program, website: http://www.lacity.org/san/irp/About_IRP.htm, September 28, 2010.*

will ensure that untreated wastewater is not discharged to rivers or the ocean, thereby protecting the environment.

The Integrated Resources Plan also proposes to maximize recycled water reuse through groundwater replenishment. This is considered a valuable potential benefit, since it would allow the City to reduce the need to import water from other regions. However, the Integrated Resources Plan states that if the City does not implement groundwater replenishment by the time additional treatment capacity is needed, the expansion of wastewater treatment capacity would occur at the Hyperion Treatment Plant rather than at the Tillman Water Reclamation Plant. This will result in additional wastewater capacity levels at the Hyperion Treatment Plant and improved sewer facilities.

In general, implementation of the Integrated Resources Plan will enable the City to adequately convey wastewater to the treatment plants with minimal potential for sewage spills. It will also enable the City to treat future wastewater flows while protecting public health and safety and meeting regulatory requirements, thereby protecting the environment and surface waters.[7]

Sewer System Management Plan (SSMP)

On May 2, 2006, the State Water Resources Control Board (SWRCB) adopted the Statewide General Waste Discharge Requirements (WDRs) for publicly owned sanitary sewer systems with greater than one mile in length that collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in California. Under WDRs, the owners of such systems must comply with the following requirements:

1. Acquire an online account from the State Water Board and report all sanitary sewer overflows (SSOs) online.

2. Develop and implement a written plan called a Sewer System Management Plan (SSMP) to control and mitigate SSOs and make it available to any member of the public upon request in writing.

Los Angeles has one of the largest sewer systems in the world including more than 6,600 miles of sewers serving a population of more than four million. The sewer system consists of three separate sanitary sewer systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and City of Los Angeles Regional Sanitary Sewer System.

To comply with the State Waste Discharge Requirements, the City acquired online accounts from the State Water Board and began reporting SSOs by the due date of January 2, 2007. A Sewer System

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[7] *City of Los Angeles Integrated Resources Plan, IRP Findings and Statement of Overriding Considerations, September 2006, page 33.*

Management Plan was prepared for each of the three sanitary sewer systems and approved by the City's Board of Public Works on February 18, 2009.[8]

ENVIRONMENTAL IMPACTS

Thresholds of Significance

As set forth in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant wastewater impact if:

(a) The project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

(b) The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

Project Impacts

Implementation of the Proposed Project would demolish the existing Sports Arena and replace the use with either an open-air amphitheater (Option 1) or a major league soccer stadium with approximately 22,000 fixed seats (Option 2). While the fixed seating capacities would be decreased in Option 1 and increased in Option 2 compared to the existing 16,740 fixed seating capacity of the Sports Arena, the average and maximum attendance levels at the Project Site would be substantially similar to the existing conditions discussed previously and in Section II, Project Description. As a result, the peak and average wastewater flows from the Project Site would not be increased compared to existing conditions and it is anticipated that the existing wastewater infrastructure in the vicinity would be able to accommodate the Proposed Project. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the project's plans and specifications are acceptable for plan check. This process ensures the system can accept the anticipated wastewater flows from the Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If the public sewer lines serving the Project Site are found to have insufficient capacity at the time of connection, the applicant would be required to build secondary sewer lines to a point in the sewer system with sufficient capacity. The installation of a secondary line, if needed, would

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[8] *City of Los Angeles, Department of Public Works, Sewer System Management Plan, website: http://www.lasewers.org/ssmp/index.htm, September 28, 2010.*

require minimal trenching and pipeline installation and would not result in any adverse environmental impacts. As such, impacts with respect to local sewer capacity would be less than significant.

With respect to wastewater treatment facilities, as stated above, the HTP currently processes average wastewater flows of approximately 340 mgd, resulting in a remaining capacity of approximately 110 mgd. The peak and average wastewater flows from the Proposed Project would not be increased compared to existing conditions and would not substantially alter the treatment capacity presently available at the Hyperion Treatment Plant. Thus, impacts are considered to be less than significant.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to wastewater infrastructure and treatment would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
I. PUBLIC UTILITIES
2. WATER

ENVIRONMENTAL SETTING

Existing Project Site

The Project Site's current water supply demand is generated from the operation a variety of uses, the most significant of these being public restrooms, showers in the locker rooms, and concession stand/food preparation uses. In addition to these event-specific uses, irrigation for on-site vegetation and the daily operation of the staff offices and ticket offices demand a comparatively small amount of water. It should be noted that the majority of annual on-site water demand is created during events. Specifically, as stated in Section II, Project Description, the Sports Arena hosts on average 29 events per year during the week (M-F). The maximum attendance was recorded at 52,234 attendees while the average attendance levels ranged from 3,591 (in year 2005) to 11,862 (in year 2009) over the five-year history. The five year historic weekend events and attendance levels had higher utilization rates, with a maximum attendance level recorded at 55,132 attendees and an average attendance level ranging from 5,550 (in year 2005) to 11,367 (in year 2009). Consequently, existing water demand on the Project Site varies significantly depending on attendance levels. [check attendance levels]

Regional Water Supply

Water is currently supplied to the Project Area by the City of Los Angeles Department of Water and Power (LADWP). The LADWP is the nation's largest municipal utility, and serves the water and electricity needs of the City of Los Angeles.[9] The LADWP is responsible for ensuring that water demands within the City are met and that State and Federal water quality standards are achieved. In addition to supplying water for domestic uses, LADWP also supplies water for fire protection services, in accordance with Los Angeles Fire Department (LAFD) requirements (see discussion in Section IV.H.2, Fire Protection), as well as recycled water for irrigation and industrial uses in conjunction with the Department of Public Works.

City water supplies for the Fiscal year 2008-2009 were derived from the following sources: (1) the Los Angeles Aqueduct (approximately 18 percent), (2) the Metropolitan Water District (MWD, approximately 71 percent), (3) groundwater (10 percent), and (4) recycled water, (approximately 1 percent).[10] Water availability from these sources varies from year to year and is primarily dependent on weather conditions and demand.

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[9] *City of Los Angeles Department of Water and Power, Homepage, website: http://www.ladwp.com/ladwp/homepage.jsp, accessed September 29, 2010.*

[10] *City of Los Angeles Department of Water and Power, Our Service and History, LADWP Quick Facts and Figures, website: http://www.ladwp.com/ladwp/cms/ladwp000509.jsp, accessed September 29, 2010.*

Water Supply Sources

The City of Los Angeles receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct (LAA); 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento-San Joaquin Delta, via the State Water Project (SWP) and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.

In recent years, various factors have converged to threaten the long-term availability of Los Angeles' traditional water supplies. The Eastern Sierras, which historically provided the greatest share of Los Angeles' water supply, recorded their lowest snowpack ever in 2007. The year 2007 was also the driest year on record for the City of Los Angeles. In August of that year, a Federal Court issued a ruling that limited water exports from the Sacramento-San Joaquin Delta by as much as one-third in order to protect endangered delta smelt. Additionally, contamination in the San Fernando Valley groundwater supply restricted the City's ability to fully utilize that local resource. Ongoing commitments to environmental mitigation in the Owens Valley and Mono Lake Basin, which supply nearly half of the historic water supplies from the Eastern Sierra watershed, have further threatened local water supplies. On June 4, 2008, Governor Arnold Schwarzenegger declared a statewide drought for California.

Metropolitan Water District

As stated above, in the fiscal year 2008-2009 the MWD supplied approximately 71% of Los Angeles' domestic water. The MWD is a consortium of 26 cities and water districts (including the LADWP) that provides wholesale water to Los Angeles, Orange, San Diego, Riverside, San Bernardino and Ventura counties. It is the largest municipal water wholesaler in the world, providing an average of 2.3 million acre-feet of water per year to a 5,200 square-mile service area. MWD's sources of imported supplies are the Colorado River, the SWP (through the Sacramento/San Joaquin River Delta), local surface and groundwater storage, and storage transfer agreements with Central and Sacramento Valley agencies and Colorado River agencies. The City of Los Angeles typically purchases MWD water to make up the difference between local demand and other city water supplies. Over the last two decades, while these resources have proven a key component of the City's water supply, they have also been subject to uncertainty due to climate variability and environmental issues.[11]

MWD has approximately 1.7 million acre-feet in surface and groundwater storage accounts – including Diamond Valley Lake near Hemet – and 600,000 acre-feet of storage reserved for emergencies. In total, this reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events.[12]

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[11] *City of Los Angeles Department of Water and Power, Securing L.A.'s Water Supply, May 2008.*

[12] *Ibid.*

To help ensure reliable deliveries of imported water to its 26 member agencies, the MWD has implemented a variety of storage projects and water transfer programs. The MWD is also actively pursuing improvements in the way the SWP operates and solutions for the Bay-Delta that would not only improve the environment, but provide more flexibility and reliability in SWP supplies.[13]

Los Angeles Aqueduct

Over the last two decades, the City's water deliveries from the LAA have dropped dramatically due to the reallocation of water for environmental mitigation and enhancement in the Eastern Sierra. From 1995 through 2000, the City received 63 percent of its water from the Eastern Sierra through the LAA. From 2001 through 2004, however, only 34 percent of the City's water came through the LAA.

The quantity of water delivered by the LAA varies each year based on the snowpack in the Eastern Sierra. Annual variations in LAA deliveries are inversely proportional to MWD water purchases, highlighting the City's strong reliance on MWD, especially during dry years.

Reductions in LAA deliveries are largely due to the reallocation of water for environmental mitigation and enhancement. Among these environmental requirements are: the State Water Resources Control Board (SWRCB) Mono Lake decision, which permanently limited LADWP's ability to export water from the Mono Basin; implementation of the Owens Lake Dust Mitigation Project; rewatering of the Lower Owens River, and a number of other environmental restoration projects in the Owens Valley that require water. Due to these commitments and climate change impacts, LADWP projects that average deliveries from the LAA will supply approximately one-third of the city's water needs.[14]

Local Groundwater

Los Angeles relies upon local groundwater for an average of 11 percent of its total water supply, and historically more during emergencies and drought years. The City's water rights pertain to groundwater basins in the San Fernando Valley as well as the Central and West Coast Basins. However, groundwater contamination in the San Fernando Valley, where the majority of the City's groundwater supply is produced, has limited water available for pumping.[15]

The City owns water rights in three Upper Los Angeles River Area (ULARA) groundwater basins: San Fernando, Sylmar, and Eagle Rock, as well as Central and West Coast Basins. On average, about 86 percent (90,755 AFY) of the City's groundwater supply is extracted from ULARA groundwater basins, while the Central Basin provides 14 percent (15,000 AFY). The City also owns 1,503 AFY of West

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[13] *City of Los Angeles Department of Water and Power, 2005 Urban Water Management Plan, page ES-9.*

[14] *City of Los Angeles Department of Water and Power, Securing L.A.'s Water Supply, May 2008.*

[15] *Ibid.*

Coast Basin groundwater rights. However, localized water quality issues have impacted the exercise of LADWP's water rights in the West Coast Basin.[16]

Recycled Water

Water recycling offers a reliable, economically feasible and environmentally sensitive way to augment the city's water supplies. Recycling programs treat wastewater so that it can be used safely for irrigating landscape, golf courses, crops, and freeway medians, as well as to act as a barrier against seawater intrusion. Los Angeles has used recycled water since 1979 for irrigation and industrial purposes. Recycled water keeps the landscape healthy in areas such as Griffith Park, along with the Mount Sinai and Forest Lawn Memorial Parks. Currently, LADWP oversees distribution of recycled water from four reclamation plants for irrigation, industry, habitat development and recreation.[17]

Water Treatment

Prior to being used or consumed, water must be treated at a water treatment plant. The Los Angeles Filtration Plant is the primary water treatment plant that would serve the Project Site.

Future Demand Projections

Water use in the City of Los Angeles peaked in 1986, at just over 700,000 acre-feet per year (AFY). What followed was five years of severe drought, widespread water shortages, and the implementation of mandatory conversation measures. Due to conservation, a boost in rainfall in 1992 and 1993, and tough economic times, water use dropped by more than 17 percent in the following years.[18]

Since the early 1980s, the City has invested millions of dollars in conservation measures, particularly the installation of low-flow toilets and shower heads. Thanks to these efforts, Los Angeles' water demand is about the same as it was 25 years ago, despite a population increase of 1 million people.[19]

Projections of the City's growth show that Los Angeles' total water demand (including all customer sectors) will increase about 0.4 percent annually – from just under 670,000 acre-feet a year (AFY) in 2006-07 to a projected 776,000 AFY in 2030 (based on normal weather conditions and with projected conservation).[20] The UWMP projects total water demands at 683,000 AFY for 2010, 705,000 AFY for 2015, 731,000 AFY for 2020, and 755,000 AFY for the year 2025.[21]

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[16] *City of Los Angeles Department of Water and Power, 2005 Urban Water Management Plan, page 7.*

[17] *City of Los Angeles Department of Water and Power, website: http://www.ladwp.com/ladwp/cms/ladwp 001294.jsp, accessed September 29, 2010.*

[18] *City of Los Angeles Department of Water and Power, Securing L.A.'s Water Supply, May 2008.*

[19] *Ibid.*

[20] *Ibid.*

[21] *City of Los Angeles Department of Water and Power, 2005 Urban Water Management Plan, Chapter One – Water Demand, page 1-10.*

Infrastructure

The infrastructure needed to supply water to residents and businesses includes: water storage facilities, transmission and distribution pipelines, booster pumping stations, pressure reducing stations, and other related facilities. Water storage is essential for the conservation of water to supply daily peaks, meet high demand conditions and provide for firefighting and emergencies. The City water system has 114 tanks and reservoirs ranging in size from 10 thousand to 60 billion gallons with a total capacity of 109 billion gallons. Water is distributed through a network of over 7,200 miles of water mains ranging from 4 inches to 120 inches in diameter. Because of the size and range in elevation (0 to 2,400 feet), the system has been divided into 102 pressure zones, with almost 90 booster pumping stations to provide water service at higher elevations.[22] The LADWP also has 716,531 water service connections and 59,605 fire hydrants.[23]

Existing water lines serving the Project Site include a 16-inch main under Figueroa Street and a 12-inch main under Martin Luther King Jr. Boulevard. Additional nearby lines include a 61-inch main under the Figueroa Street easement and an eight-inch main under Bill Robertson Lane (formerly Menlo Avenue).

Regulatory Framework

State

California Code of Regulations

The California Code of Regulations, Title 20, Chapter 4, Article 4, Section 1605 establishes water efficiency standards (i.e., maximum flow rates, maximum gallons per flush) for all new plumbing fittings and fixtures (e.g., showerheads, sink faucets, water closets, urinals), and Section 1608 prohibits the sale of fixtures that do not comply with the regulations. In addition, the Energy/Policy Act of 1992 mandated low-flush toilets.

The 2007 California Green Building Standards Code, CCR, Title 24, Part 11, adopted July 17, 2008, requires that indoor water use be cut by 20%. The code will take effect in 2010 and will apply to single-family homes, state buildings, heath facilities and commercial buildings.

Urban Water Management Planning Act

In accordance with the State of California's Urban Water Management Planning Act of 1984, all public water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre feet per year (AFY) of water, are required to prepare and adopt an Urban Water Management Plan (UWMP). LADWP, which provides over 700,000 water service connections, most

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[22] *City of Los Angeles, LA CEQA Thresholds Guide, 2006, page M.1-7.*

[23] *Los Angeles Department of Water and Power, LADWP Quick Facts and Figures, website: http://www.ladwp.com/ladwp/cms/ladwp000509.jsp, accessed September 29, 2010.*

recently updated its UWMP in December 2005. The next Water Plan Update is scheduled for completion by December 31, 2010.

Senate Bill 610 and Senate Bill 221 - Water Supply Assessments

Since Senate Bill 910 was passed in 1995, land use agencies have been required to consider available water supply when approving larger development projects. Historically, public water suppliers (PWS) provided "will serve" letters to developers to meet this requirement. Senate Bill Nos. 221 and 610, approved October 9, 2001, require a more formal and detailed analysis called a water supply assessment (WSA). The main planning tool in creating the water supply assessment is the UWMP. If the demands expected from the development are accounted for in the UWMP, it may be used – in whole or in part – to establish supply availability under normal and drought conditions.

SB 610, Public Resources Code (PRC) and Section 10910-10915 of the State Water Code require lead agencies to request a WSA from the local water purveyor prior to approval of specified large development projects. Also, per California Water Code Section 10910, if the projected water demand associated with a proposed development project is covered under the most recently adopted UWMP, that development project is considered to have sufficient available water supply and does not require a Water Supply Assessment. Of the two bills, SB 610 has the broadest applicability. All "projects" that meet any of the following criteria require the assessment:

- a proposed residential development of more than 500 dwelling units;
- a proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons;
- a proposed commercial office building of more than 250,000 square feet of floor space or employing more than 1,000 persons;
- a proposed hotel or motel of more than 500 rooms;
- a proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;
- a mixed-use project that falls in one or more of the above-identified categories; or
- a project not falling in one of the above-identified categories but that would demand water equal or greater than the amount required by a 500-dwelling unit project.

The Proposed Project falls below the thresholds of a "Project" as defined by SB 610 and SB 221 and, therefore, is not subject to a water supply assessment.

Securing L.A.'s Water Supply

In May 2008, the LADWP and the Mayor's Office unveiled a 20-year water strategy that calls for meeting 100 percent of all new water demand by 2030 with a combination of conservation and recycling. "Securing L.A.'s Water Supply" is a blueprint for creating sustainable sources of water for the future of Los Angeles. It is an aggressive multi-pronged approach that includes: investments in state-of-the-art technology; a combination of rebates and incentives; the installation of smart sprinklers, efficient washers and urinals; and long-term measures such as expansion of water recycling and investment in cleaning up the local groundwater supply. The premise of the Water Supply Plan is that the City will meet all new demand for water—about 100,000 acre-feet per year (AFY)—through a combination of water conservation, a six-fold increase in water recycling, and ramped up enforcement of water restrictions.[24]

Global Warming

On June 1, 2005, Governor Arnold Schwarzenegger issued Executive Order S-3-05, establishing greenhouse gas emissions targets for California and requiring biennial reports on potential climate change effects on several areas, including water resources. The potential effects of increasing atmospheric concentrations of carbon dioxide and other 'greenhouse gases' and the observed increase in the average temperature of the Earth's atmosphere and oceans have been the subject of considerable technical analysis and political debate. The natural phenomena (e.g. temperature, rainfall) that together form the climate of a particular region vary from day-to-day and year-to-year. The variation in climate can be a result of natural, internal processes or in response to external forces from both human and non-human causes, including solar activity, volcanic emissions, and greenhouse gases.

Although experts generally agree that the earth's atmosphere has warmed over the last century and will likely continue to warm in the future, there is substantial uncertainty as to how this warming will quantitatively affect future water supplies, and specifically, how this warming will affect State Water Project supplies. The California Department of Water Resources (DWR) is the state agency charged with the statutory responsibility to build, manage, and operate the State Water Project. DWR, as the owner and operator of the State Water Project and the agency with a statewide perspective and most relevant technical expertise, is in the best position to determine the effects of global warming on State Water Project supplies.[25]

In June 2006, DWR published a Technical Memorandum Report entitled *Progress on Incorporating Climate Change into Planning and Management of California's Water Resources* in response to the

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[24] *City of Los Angeles Department of Water and Power, Securing L.A.'s Water Supply, May 2008.*

[25] *The Los Angeles Superior Court issued a statement of decision (Case No. BS 084677) on August 15, 2007, which upheld the City of Santa Clarita's Return to a Writ of Mandate and Final Additional Analysis to an EIR for a local development project. The court stated that DWR has the most expertise on water supplies in California, DWR has determined that the science on global warming has not reached a point where it can be quantified and incorporated into delivery projections of the State Water Project and CEQA does not require the City to undertake such an analysis.*

Executive Order. The Report describes progress made incorporating climate change into existing water resources planning and management tools and methodologies. Some preliminary results on the potential effects of climate change are presented. While the analyses presented in the Technical Memorandum Report used the most current scientific techniques and were reviewed by experts, all of the results are preliminary. The Technical Memorandum Report incorporates several assumptions, reflects a limited number of climate change scenarios, and does not address the likelihood of each scenario. Policy implications of climate change and recommendations to respond to the future demands for water are identified as beyond the scope of the Technical Memorandum Report. The Technical Memorandum Report acknowledges that there are substantial uncertainties regarding the effects of global warming on State Water Project supplies and suggests additional analysis to reduce this uncertainty.

Regarding the purpose and use of the Technical Memorandum Report in the analysis of climate change, the Technical Memorandum Report states that:

> *"The purpose of this report is to demonstrate how various analysis tools currently used by DWR could be used to address issues related to climate change. The methods and results presented in this report could be used to guide future climate change analysis and to identify areas where more information is needed. All results presented in this report are preliminary, incorporate several assumptions, reflect a limited number of climate change scenarios, and do not address the likelihood of each scenario. Therefore, these results are not sufficient by themselves to make policy decisions."*[26]

It is therefore premature to make an assessment of how, for example, snow melt will affect water availability. It is noted that increased use of groundwater storage is a potential strategy identified in the referenced Technical Memorandum Report to mitigate potential impacts of global warming.[27]

The *2005 State Water Project Delivery Reliability Report* addressed the need to incorporate some of the uncertainties of global warming with regard to planning and operation of the State Water Project, and stated that, "Until the impacts of climate change on precipitation and runoff patterns in California are better quantified, future weather patterns are usually assumed to be similar to those in the past, especially where there is a significant historical rainfall record."[28]

DWR is actively engaged in developing a set of water management policies that will provide a comprehensive approach to climate change. The science regarding global warming is still evolving and policy recommendations on how to incorporate potential changes to water supply due to climate change are being developed. However, the importance of conservation and maintaining a reliable water supply in the context of global warming is recognized by DWR and water planners.

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[26] *State of California, Department of Water Resources, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources, June 2006, at page 2.*

[27] *Ibid, See Tables 2-3 on pages 2-15.*

[28] *State of California, Department of Water Resources, 2005 State Water Project Delivery Reliability Report, at pages 3-4.*

The Global Warming Solutions Act of 2006 (Health and Safety Code Sections 38500 *et seq.*) requires the California Air Resources Board (CARB) to adopt regulations requiring monitoring and annual reporting of greenhouse gas emissions from the most important sources or categories of sources. By January 1, 2011, CARB must establish greenhouse gas emissions limits and emission reduction measures necessary to achieve the 1990 levels by 2020. It is therefore anticipated that California agencies will more precisely quantify impacts of climate change in various regions of the State and that DWR will formalize anticipated effects of climate change on water supply. Once DWR provides this assessment, it may be used by local water agencies to determine to what extent the supplies will be affected by global climate change impacts. As DWR develops more specific assessments of the potential effects of climate change on State Water Project delivery reliability and water demands, local purveyors can update their plans accordingly.

Regional

Metropolitan Water District

MWD has adopted a series of official reports on the state of its water supplies. Specifically, the Report on Metropolitan Water Supplies: A Blueprint for Water Reliability, MWD has consistently stated that its water supplies are fully reliable to meet the demands of the customers, including LADWP, in all hydrologic conditions through at least 2030. MWD is also engaged in identifying solutions that will ensure a reliable long-term water supply for its member agencies. In the near-term, MWD will continue to rely on the plans and policies outlined in its Regional Urban Water Management Plan, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Integrated Resources Plan to address water supply shortages and interruptions to meet water demands.

Local

Los Angeles Municipal Code

The City of Los Angeles has adopted several ordinances in the LAMC in an effort to reduce water consumption. Specifically, the City of Los Angeles Ordinance No. 172,075, adopted in 1998, (Chapter Xll, Article ll, of the LAMC) requires all building owners to install low-flow showerheads (with a maximum flow of 2.5 gpm), water closets (with a maximum flow of 3.5 gpm), and low flow urinals (with a maximum 1.5 gallons per flush) prior to obtaining building permits. City Ordinance No. 163,532 (Chapter XII, Article IV, of the LAMC) also requires a 10 percent reduction in irrigation for large turf areas (three acres of turf or greater). Further, the City has recently begun enforcement of prohibited water uses as defined in the City's Emergency Water Conservation Plan Ordinance (Chapter XIII, Article I, of the LAMC). When the City's Emergency Water Conservation Plan Ordinance is in effect, LADWP customers cannot:

- Use water on hard surfaces (e.g., sidewalks, walkways, driveways, or parking areas);

- Water lawns between 10:00 A.M. and 5:00 P.M., April 1 to September 30, and between 11:00 A.M. and 3:00 P.M., October 1 to March 31;
- Allow excess water from sprinklers to flood gutters;
- Use water to clean, fill, or maintain decorate fountains unless the water is part of a recycling system;
- Serve water to customers in eating establishments, unless requested; and
- Allow leaks to go unattended

In addition to the above, additional restrictions instituted in the City's Emergency Water Conservation Plan Ordinance were recently adopted in August 2008 and include:

- Limiting watering times are limited to before 9 AM. and after 4 P.M. and to 15 minutes per station for rotating sprinklers and 10 minutes per station for other types of sprinklers 12 months a year;
- Prohibiting landscape watering during rain;
- Prohibiting washing/rinsing vehicles with a hose when the hose does not have a functioning self-closing nozzle attached or allowing the hose to run continuously;
- Requiring hotels and motels to offer guests the option of reusing linen and towels;
- Limiting watering days to Monday, Thursday, and Saturday.
- Limiting watering days to Monday and Thursday only.
- Failure to comply with the above requirements would result in penalties per violation.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

As set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) The total estimated water demand for the project;

(b) Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

(c) The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

(d) The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Project Impacts

Construction

The Project Area is currently served by adequate potable water infrastructure. Construction of the Proposed Project would require connection to the existing potable water infrastructure in the Project's service area to serve the Project's operational demands. The Project's water demands (i.e., quantity, size and type of infrastructure) will be determined by the Applicant's engineering consultants in consultation with the Los Angeles Department of Building and Safety based on applicable building code requirements. The on-site and off-site fire flow demands are determined based on the Los Angeles City Fire Department and applicable building code requirements. Specific fire-flow tests are typically conducted during the civil engineering review phase of the Project, after Project approval. Once a determination of the Project's domestic and fire demands has been made, LADWP will assess the need for additional facilities. If the estimated water requirements for the Proposed Project can be served by existing water mains in the adjacent streets, water service will be provided routinely in accordance with the LADWP's rules and regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the Department to enlarge the flow capacity or pressure in supply line(s). In this case, upgrades to the supply main may cause temporary impacts on the adjacent land uses during construction. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, temporary disruptions in local water service during the construction period are not anticipated and impacts would be less than significant.

Operation

Implementation of the Proposed Project would demolish the existing Sports Arena and replace the use with either an open-air amphitheater (Option 1) or a major league soccer stadium with approximately 22,000 fixed seats (Option 2). While the fixed seating capacities would be decreased in Option 1 and increased in Option 2 compared to the existing 16,740 fixed seating capacity of the Sports Arena, the average and maximum attendance levels at the Project Site would be substantially similar to the existing conditions discussed previously and in Section II, Project Description. Furthermore, any increases to water demand associated with the increase in seating capacity would be off set by the water conservation features set forth below as project mitigation measures. As a result, the peak and average water demand for the Project Site would not be increased compared to existing conditions and it is anticipated that the existing water supply infrastructure in the vicinity would be able to accommodate the Proposed Project. In addition, and as discussed previously, the Proposed Project falls below the thresholds of a "Project" as defined by SB 610 and SB 221, and is not subject to a water supply assessment. As the projected water demand of the Proposed Project would be similar to existing conditions at the Project Site, it is

anticipated the future water demand be within the 20-year water demand growth projected in the City of Los Angeles' Year 2005 Urban Water Management Plan.

Furthermore, as stated above, the Los Angeles Filtration Plant is the primary water treatment plant that would serve the Project Site. Because the water demands of the Proposed Project are within the 20-year water demand growth projected in the UWMP and water supplies are considered to be reliable, impacts associated with regional water supplies would be less than significant. Although water supplies are currently available and adequate, as stated in the discussion above, several uncertainties exist with respect to the long-term availability of projected water supplies. As such, the LADWP imposes water conservation mitigation measures for all projects within its jurisdiction (identified under the "Mitigation Measures" subheading, below). Implementation of these water conservation measures would ensure impacts related to water supply would be less than significant.

MITIGATION MEASURES

Although the Proposed Project would have less-than-significant impacts related to water supply, the LADWP imposes the following standard water conservation measures on all projects within its jurisdiction.

MM I.2-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High efficiency urinals (0.5 gallons per flush or less, includes waterless);
- Restroom faucet flow rate of 1.5 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of 2.0 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High efficiency clothes washers (water factor of 6.0 or less);
- High efficiency dishwashers (Energy Star rated);

- Use of tankless and on-demand water heaters as feasible;
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling; (Note: Single pass cooling refers to the use of potable water to extract heat from process equipment)
- Irrigation system requirements:

  o Weather-based irrigation controller with rain shutoff;

  o Flow sensor and master valve shutoff (large landscapes);

  o Matched precipitation (flow) rates for sprinkler heads;

  o Drip/microspray/subsurface irrigation where appropriate;

  o Minimum irrigation system distribution uniformity of 75 percent;

  o Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;

  o Use of landscape contouring to minimize precipitation runoff;
- Metering:

  o All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);
- Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to water supplies and infrastructure would be less than significant without mitigation. The required mitigation measures would further reduce water demand and ensure impacts would remain less than significant.

ENVIRONMENTAL SETTING

Electricity

The Los Angeles Department of Water and Power's (LADWP) power system serves approximately 4 million people, and is the nation's largest municipal utility. Its service territory covers the City of Los Angeles and many areas of the Owens Valley, with annual sales exceeding 24 million Mega Watt-hours (MWh). LADWP is a "vertically integrated" utility, both owning and operating the majority of its generation, transmission and distribution systems. LADWP strives to be self-sufficient in providing electricity to its customers, and does so by maintaining generation resources that are equal to or greater than its customers' electrical needs.[29]

LADWP has located a significant amount of generating resources within the Los Angeles area (west of the San Andreas fault zone), totaling 4,618 MW capacity out of a total of 7,323 MW capacity. By locating these generation sources within LADWP's service territory, LADWP ensures that it can produce electricity in the event of potential earthquakes or other situations that could interrupt LADWP's transmission system from importing power from external sources. Additionally, LADWP's new combined cycle and peaker plants, which normally operate on natural gas, also have a supply of backup fuel for use in emergency situations.[30]

LADWP provides electricity service to the City of Los Angeles. LADWP obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power. The LADWP obtains power from four municipally owned power plants within the Los Angeles Basin, LADWP Hydro-generators on the Los Angeles Aqueduct, and shared-ownership generating facilities in the Southwest, and also purchases power from the Southwest and Pacific Northwest. LADWP also purchases excess power, as it is made available, from self-generators interconnected with the LADWP within the City.

Currently during major events, electricity is consumed for a variety of uses, the most significant of these being arena lighting, scoreboard, and video board operations. Other less intensive event-associated uses of electricity on-site include public address/sound system operation, television and radio transmission equipment, internal lighting (locker rooms, press box, etc.), maintenance equipment, and food preparation. The primary electricity-consumptive on-site use not associated with events is the daily

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[29] *City of Los Angeles Department of Water and Power, 2007 Integrated Resource Plan (Final), p.4, December 2007.*

[30] *City of Los Angeles Department of Water and Power, 2007 Integrated Resource Plan (Final), p.9, December 2007.*

lighting of the administrative offices, continual security and maintenance lighting, and the operation of office equipment. It should be noted that the majority of annual on-site electricity consumption occurs during events, consistent with the existing events described in Section II, Project Description of this Draft EIR.

Natural Gas

The Southern California Gas Company (SCG) provides natural gas to the City of Los Angeles through existing gas mains located under the streets. Natural gas service is provided in accordance with the Gas Company's policies and extension rules on file with the California Public Utilities Commission (PUC) at the time contractual agreements are made. In 2006, 13.5 percent of the natural gas consumption in California came from in-state production. The remaining 86.5 percent is obtained from sources outside of the state: 40 percent from the Southwest, 23.5 percent from Canada, and 23 percent from the Rocky Mountain area.[31] However, the availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SCG is under the jurisdiction of the PUC, but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

Natural gas is currently consumed at the Sports Arena for water heating; space heating in the arena area and offices, locker rooms, and press box; and boiler operation. It should be noted that the majority of natural gas consumption on-site occurs during events, consistent with the existing events described in Section II, Project Description of this Draft EIR. Natural gas usage on-site is reduced substantially during periods when no events are scheduled.

ENVIRONMENTAL IMPACT

Thresholds of Significance

As set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) Whether the project design or operation would conflict with adopted energy conservation plans or policies of the City, or exceed the growth anticipated in the applicable Community Plan;

(b) Whether the project would result in the need for new (off-site) energy supply facilities, or major capacity enhancing alterations to existing facilities.

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[31] *California Natural Gas Data and Statistics, 2007 Integrated Energy Policy Report http://energyalmanac.ca.gov/naturalgas/index.html, accessed September 29, 2010.*

Project Impacts

Construction

Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Although exact figures cannot be determined until building permits are issued, it is expected that the heavy equipment involved in the demolition, excavation, and construction phases of the Project would include crawler-excavators, loaders, bulldozers, graders, water trucks, street sweepers, tractors, cranes, and fork lifts. In addition, dump trucks would be used to haul excavated earth and building material. It is assumed that the majority of hauling would occur during the demolition and site preparation phases, which are expected to occur during the first portion of the construction period. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. In addition to diesel fuel and vehicular fuel, an unquantifiable amount of electricity and natural gas would be consumed as a result of the temporary construction process. Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant.

Operation - Electricity

Implementation of the Proposed Project would demolish the existing Sports Arena and replace the use with either an open-air amphitheater (Option 1) or a major league soccer stadium with approximately 22,000 fixed seats (Option 2). While the fixed seating capacities would be decreased in Option 1 and increased in Option 2 compared to the existing 16,740 fixed seating capacity of the Sports Arena, the average and maximum attendance levels at the Project Site would be substantially similar to the existing conditions discussed previously and in Section II, Project Description. As a result, the peak and average electricity demand for the Project Site would not be substantially increased compared to existing conditions and it is anticipated that the existing electrical infrastructure in the vicinity would be able to accommodate the Proposed Project. Depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Project Applicant may be financially responsible for some infrastructure improvements (e.g. installation of electric power facilities or service connections) necessary to serve the Proposed Project.

New service connections may occasionally result in temporary disruptions in electrical services for existing customers. However, no outages or short outage is anticipated to occur when hooking up the Proposed Project. Energy supplies are adequate to serve the Project and the installation of needed new infrastructure would not be expected to result in any significant secondary environmental effects. Therefore, impacts would be less than significant.

With modern energy-efficient construction materials and operating equipment, the Proposed Project would promote conservation in accordance with the policies identified in Title 24 and in the City of Los Angeles General Plan Framework. While impacts upon regional energy resources are expected to be less than significant, the LADWP imposes standard mitigation measures for all new projects to further reduce project impacts and promote conservation efforts. Implementation of mitigation measures I-2 through I- reduce demand for electricity.

Natural Gas

Implementation of the Proposed Project would demolish the existing Sports Arena and replace the use with either an open-air amphitheater (Option 1) or a major league soccer stadium with approximately 22,000 fixed seats (Option 2). While the fixed seating capacities would be decreased in Option 1 and increased in Option 2 compared to the existing 16,740 fixed seating capacity of the Sports Arena, the average and maximum attendance levels at the Project Site would be substantially similar to the existing conditions discussed previously and in Section II, Project Description. As a result, the peak and average natural gas demand for the Project Site would not be substantially increased compared to existing conditions and it is anticipated that the existing natural gas infrastructure in the vicinity would be able to accommodate the Proposed Project. The Southern California Gas Company manages the pipelines adjacent to the Project Site. It is anticipated that the SCG would be able to meet the natural gas demands of the Proposed Project; based on SCG policy, a natural gas survey of equipment will have to be completed before confirming the current infrastructure will sustain the demand for the Project.

Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. The project would however, require local infrastructure improvements to connect to the existing infrastructure serving the project area. “Hooking-up” disruptions cannot be determined until the actual natural gas demand is known. However, impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment. Therefore, impacts associated with natural gas consumption would be less than significant.

MITIGATION MEASURES

Project Mitigation Measures

The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title 24. While the project’s impacts upon energy resources are anticipated to be less than significant, the LADWP recommends that the following mitigation measures be imposed to further reduce the projects impacts upon regional energy resources.

MM I.3-1: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

MM I.3-2: The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
- The isolation of air conditioning to any selected floor or floors.

MM I.3-3: The project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted.

MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather.

MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.

MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.

MM I.3-11: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

MM I.3-12: The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

MM I.3-13: The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

MM I.3-14: The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

MM I.3-15: The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

MM I.3-16: The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

MM I.3-17: Mechanical systems (HVAC) and lighting buildings shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

MM I.3-18: The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

MM I.3-19: Design Project shall focus pedestrian activity within sheltered outdoor areas.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts on energy resources or infrastructure systems would be less than significant without mitigation. The proposed mitigation measures would further reduce energy demand.

ENVIRONMENTAL SETTING

Solid Waste Collection and Disposal

The management of solid waste in the City of Los Angeles involves public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. The Bureau of Sanitation provides collection services primarily to single family residences and some of the smaller multi-family residences. The City is also responsible for collecting waste from the City Hall complex, some public buildings, parks and fire stations. Multifamily residences, such as apartment complexes and condominiums, and commercial and industrial buildings, contract with a private company to collect and transport their materials for disposal or recycling.[32]

The solid waste management hierarchy encompasses the system of solid waste source reduction, composting, transformation and disposal. The demolition, construction, and operation of projects results in the generation of solid waste. Project impacts are related to: the amount of waste generated and diverted; the need for additional solid waste collection routes or disposal facilities; and compliance with adopted policies and objectives.[33]

Landfills

Waste disposal sites (i.e., landfills) are operated by the City and County of Los Angeles as well as by private companies. In addition, transfer stations are utilized to temporarily store debris until larger haul trucks are available to transport the materials directly to the landfills. Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a particular landfill's jurisdiction and/or wasteshed boundary, (2) tonnage permit limitations, (3) types of waste, and (4) operational constraints. Planning to serve long-term disposal needs is constantly being conducted at the regional level (e.g., siting new landfills within the County and transporting waste outside the region). Most commonly, the City of Los Angeles is serviced by the Sunshine Canyon Landfill and the Chiquita Canyon Landfill. Both landfills accept residential, commercial, and construction waste.

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[32] *City of Los Angeles, LA CEQA Thresholds Guide, 2006.*
[33] *Ibid.*

Sunshine Canyon Landfill

The Sunshine Canyon Landfill is owned and operated by Browning-Ferris Industries (BFI) of California. BFI's parent company, Allied Waste, Inc., is the second largest integrated waste management company in the United States and for more than three decades has provided a wide range of residential and commercial waste disposal and recycling services to Los Angeles communities. The Sunshine Canyon Landfill is located within two jurisdictions: the City of Los Angeles and the County of Los Angeles. Final steps in combining the separate City (5,500 tons per day (TPD)) and County (6,600 TPD) Landfill operations into a single landfill are underway. BFI is working with the LA County Regional Planning Commission for a replacement CUP that will provide conformance between the County's 1993 CUP and the City's 1999 approvals. The joint City/County Landfill will handle 12,100 TPD within a single working face.[34]

As of March 31, 2010, Sunshine Canyon Landfill continues to operate six days a week. The combined City/County Landfill averages 8,500 to 9,200 tons per day Monday through Friday, and is currently operating on City/County boundary area of the site. Saturday waste volumes average less than 3,000 tons due to reduced hours of operation.[35]

Chiquita Canyon Landfill

The Chiquita Canyon Landfill in Santa Clarita is owned and operated by Waste Connections, Inc., and has provided the Santa Clarita Valley and surrounding Los Angeles communities with waste disposal services for more than 30 years.[36] The facility typically accepts between 5,000 and 6,000 tons per day. Landfill permits limit the operation to receive no more than 6,000 tons per day or 30,000 tons per week.[37]

Regulatory Setting

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum amount feasible. Specifically, the Act required city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000 and 70 percent by the year 2020. The Act also requires each city and county to promote source reduction, recycling, and safe disposal or transformation.

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[34] *Sunshine Canyon Landfill, About Sunshine Canyon Landfill, History, website: www.sunshinecanyonlandfill.com/about/history.shtml, accessed October 4, 2010.*

[35] *Sunshine Canyon Landfill, Update, Thoughts from Dave Hauser, Project Director, website: http://www.sunshinecanyonlandfill.com/update/_index.htm, accessed October 4, 2010.*

[36] *Waste Connections, Inc., Chiquita Canyon Landfill, Welcome, website: http://www.chiquitacanyon.com, accessed October 4, 2010.*

[37] *Waste Connections, Inc., Frequently Asked Questions, website: http://www.chiquitacanyon.com/faq.php, accessed October 4, 2010.*

Further, AB 939 requires each city to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element (SRRE) to describe how it would reach its goals. The SRRE contains programs and policies for fulfillment of the goals of the Act, including the above-noted diversion goals, and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded as appropriate.

City of Los Angeles Solid Waste Integrated Resources Plan

The City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP) is a six year planning effort that outlines the City's objectives to provide sustainability, resource conservation, source reduction, recycling, renewable energy, maximum material recovery, public health and environmental protection for solid waste management planning through 2030 — leading Los Angeles towards being a "zero waste" city.[38] The SWIRP process, composed of three phases, aims to develop and implement a 20-year Zero Waste Master Plan (Master Plan) by 2013. Phase I, initiated in 2007, employed stakeholder input to determine the guiding principles and vision of the SWIRP. Phase II, initiated in 2008 and which is currently in process, involves the actual preparation of the Master Plan. Using the guiding principles developed in Phase I, it will develop a Policy, Program, and Facility Plan, Environmental Impact Report, and Financial Plan. These documents will detail the infrastructure, programs, policies, regulations, incentives, technological innovation and financial strategies necessary to: (i) eliminate the use of urban landfills; (ii) develop alternative technologies to convert waste to renewable energy fuels and products; (iii) increase recycling and resource recovery; (iv) convert Bureau of Sanitation trucks to clean renewable alternative fuels; and (v) lead the way for Los Angeles to become a zerowaste City.[39] Phase III, will implement the Master Plan. It may involve the implementation of new Bureau of Sanitation programs, the addition or modification of solid waste infrastructure, and new solid waste legislation.

ENVIRONMENTAL IMPACT

Thresholds of Significance

As set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;

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[38] *The SWIRP superseded the City's Solid Waste Management Policy Plan (CiSWMPP) that was adopted in 1994.*

[39] *City of Los Angeles, Department of Public Works, Welcome to SWIRP: A Zero Waste Plan for Los Angeles, accessed online at: http://www.zerowaste.lacity.org/about/welcome.html, accessed September 30, 2009*

(b) Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and

(c) Whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, City of Los Angeles Solid Waste Management Policy Plan, Framework Element, or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.[40]

Project Impacts

Construction

Construction of the Proposed Project would require the demolition of the existing Sports Arena. Approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated which includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. As such, construction of the Proposed Project would generate construction debris that would need to be disposed of at area landfills and/or recycled. Construction debris includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials.

The Sunshine and Chiquita Canyon Landfills are likely disposal and recycling sites for the Project's demolition and construction debris. The Sunshine Canyon Landfill has a remaining permitted daily intake capacity of 5,659 tons daily through the year 2024. The Paramount Resource Recycling center has a daily permitted intake of 2,400 tons. The amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant.

Operational Impacts

Implementation of the Proposed Project would demolish the existing Sports Arena and replace the use with either an open-air amphitheater (Option 1) or a major league soccer stadium with approximately 22,000 fixed seats (Option 2). While the fixed seating capacities would be decreased in Option 1 and increased in Option 2 compared to the existing 16,740 fixed seating capacity of the Sports Arena, the average and maximum attendance levels at the Project Site would be substantially similar to the existing conditions discussed previously and in Section II, Project Description. As a result, the peak and average solid waste generated by the Project Site would not be substantially increased compared to existing conditions. It is anticipated that the solid waste demands generated by the Proposed Project could be readily accommodated by the existing regional landfill operations without the need to expand operations or divert existing waste streams to alternative locations. However, because the existing landfill capacity is finite and its overall capacity will be reduced over time, additional landfills and solutions to address the

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[40] *The SWIRP superseded the City's Solid Waste Management Policy Plan (CiSWMPP) that was adopted in 1994.*

ongoing regional solid waste demands of the City beyond 2024 will need to be addressed on a regional basis. This issue, however, is more appropriately addressed in the cumulative impacts discussion below. For purposes of a Project-specific impact conclusion, the Project's impact upon solid waste disposal facilities would be considered less than significant.

MITIGATION MEASURES

MM I.4-1: The Project Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.

MM.I.4-2: The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts and cumulative impacts with respect to solid waste would be less than significant.

IV. J. TRAFFIC, TRANSPORTATION AND PARKING

The following section is based in part on the findings and conclusions provided in the Draft Technical Memorandum, dated October 25, 2010, to the Los Angeles Department of Transportation from Fehr & Peers, Transportation Consultants, for the Proposed Redevelopment of the Los Angeles Memorial Sports Arena (Ref: SM10-2413). (See Appendix F to this EIR). The traffic assessment involved a review of existing schedule and attendance level of events held at the Sports Arena and assessment of the potential traffic related impacts resulting from the proposed redevelopment of the Sports Arena.

ENVIRONMENTAL SETTING

The existing Sports Arena is located at 3939 South Figueroa Street in Exposition Park in the City of Los Angeles, California and occupies an approximately 15-acre parcel of land within the boundaries of the Exposition Parking Master Plan Area. Exposition Park is approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. The Sports Arena is located generally in the southeastern portion of Exposition Park. The project site is bounded by South Coliseum Drive to the west and north, Figueroa Street to the east, and Parking Lot 6 to the south.

Regional Access

Regional and local access to the Project Site is provided by the Los Angeles County Metropolitan Transit Authority's (MTA) bus and light rail lines. To the north of the Project Site, Exposition Boulevard is served by Metro Local and Limited Line 102 and the Metro Express Line 550. Immediately adjacent to the east, Figueroa Street is served by the Metro Silver Line (from downtown Los Angeles) as well as Metro Local and Limited Line 81. To the south of the Project Site, Martin Luther King Jr. Boulevard is served by the Metro Rapid Line 740 as well as the Metro Local and Limited Lines 40 and 42. In the future, regional access would also be provided by way of the MTA's light rail line (Metro Rail Expo Corridor) to Culver City, connecting Downtown Los Angeles to Culver City (Phase I) and Santa Monica (Phase II). A dedicated station (the Expo/Vermont) will serve Exposition Park. Phase I of the MTA's "Exposition Park Light Rail Transit Project" is scheduled to open in 2011.[1]

Automobile access to the Project Site is provided from the east off of Figueroa Street at 39th Street, and from the south access is provided off of Martin Luther King Jr. Boulevard at Hoover Street. From the north, access to the Project Site is provided off of Exposition Boulevard at Victory Walk by way of South Coliseum Drive. From the west, access is provided off of Vermont Avenue at 39th Street by way of

[1] *http://www.expositionpark.org/park-history.*

Exposition Park Drive and South Coliseum Drive.

Parking

There are approximately 27 parking lots and structures in the vicinity of the Project Site that are generally able to accommodate events held within the Exposition Park and the USC Campus area. Ten lots are within Exposition Park and provide parking for the museums and recreational areas as well as for the events at the Coliseum and the Sports Arena. A County of Los Angeles parking lot is located on the west side of Vermont Avenue, and two private parking areas are located on the south side of 40th Place. Four private parking lots, including one USC lot, are located on the east side of Figueroa Street, directly adjacent to Exposition Park, between Martin Luther King, Jr. Boulevard and Figueroa Street. The parking lot for the Department of Motor Vehicles is located east of the I-110 off of Exposition Boulevard, and the USC Parking Center is located north of the DMV's site on Jefferson Boulevard. Eight more parking areas are located to the north of Exposition Park, six of which are on the USC campus. The other two are located near the intersection of Jefferson Boulevard and Figueroa Street; one lot is located at the Shrine Auditorium, the other is private and is adjacent to the Shrine. Figure IV.J-1 depicts the supply of off-street parking available for spectators at events in the Coliseum. The total number of existing parking spaces in the Coliseum, Exposition Park, and University Park (USC Campus) is 19,981.

Existing Operations

The Los Angeles Memorial Sports Arena is owned by the Los Angeles Memorial Coliseum Commission, which leases the parcels occupied by the Sports Arena and the Coliseum from the State. The existing Sports Arena is an indoor facility with 16,740 seats and has hosted a variety of sporting events including boxing, professional and college basketball, and hockey. It has also hosted a number of civic events including the 1960 Democratic Convention as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, Latin dances, etc. Summary tables of the existing events on an annual basis and separated by weekday/weekend events, are provided in Section II, Project Description.

1. N. Coliseum Drive 250 spaces	10. Lot 6 1,100 spaces	19. USC Lot B 1,056 spaces
2. S. Coliseum Drive 210 spaces	11. County 180 spaces	20. USC Surface 738 spaces
3. Coliseum Service Lot 60 spaces	12. Private 120 spaces	21. USC Lot D 1,345 spaces
4. California Science Center 2,160 spaces	13. Private 110 spaces	22. USC Lot X 1,013 spaces
5. Lot 1 930 spaces	14. Private 300 spaces	23. USC PS2 1,193 spaces
6. Lot 2 880 spaces	15. Private 200 spaces	24. USC Parking Center 1,800 spaces
7. Lot 3 950 spaces	16. Private 150 spaces	25. Shrine Auditorium 1,000 spaces
8. Lot 4 450 spaces	17. DMV 250 spaces	26. USC PS1 1,153 spaces
9. Lot 5 350 spaces	18. USC 1,713 spaces	27. Private 320 spaces

Sources: Kaku Associates, August 2003; City of L.A. Department of City Planning, USC Development Plan DEIR Table IV.K-18, May 2010.

CAJA Environmental Services, LLC

Figure IV.J-2
Parking Inventory

Existing Schedule Of Events And Attendance

An analysis of existing schedule of events and attendance levels was conducted to develop an understanding of existing operations of the Sports Arena. Actual schedule and attendance data from the past five years (Years 2005 through 2009) for both the Sports Arena and the Coliseum were reviewed and summarized in Table II-1 in Section II, Project Description. As shown in the table, in the past five years, the Sports Arena held, on average, 69 events a year. Of the 69 events, 60 had an attendance of less than 10,000 people, six events had an attendance between 10,000 to 20,000 people, and three events had an attendance of more than 20,000 people.

The data was analyzed to determine the number of events and their respective average attendance on a weekday vs. weekend. Table II-2 in Section II, Project Description, shows number of events held at the Sports Arena on a weekday or weekend during the period between Years 2005 and 2009. As shown, on average, 29 events were held per year on a weekday vs. 40 events per year on a weekend. The maximum attendance size of events on a weekday ranged from 14,588 people in 2006 to 52,234 people in Year 2005. The maximum attendance size for a weekend event ranged from 17,351 people in Year 2005 to 55,132 people in Year 2009.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Traffic

LADOT has established criteria to determine if a detailed traffic study is warranted. A Technical Memorandum addressing the project's traffic impacts is warranted when the project is likely to add 25 to 42 a.m. or p.m. peak hour trips, and the adjacent intersection(s) are presently estimated to be operating at LOS E or F. The scope for preparing a Technical Memorandum must be reviewed and approved by LADOT.

A detailed Traffic Study is generally warranted when the project is likely to add 500 or more daily trips, or likely to add 43 or more a.m. or p.m. peak hour trips.

Los Angeles County Congestion Management Plan

The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the project. In such instances, the CMP requires that the Traffic Study analyze traffic conditions at all CMP monitoring arterial monitoring intersections where the Proposed Project would add 50 or more trips during either the A.M. or P.M. weekday peak hours of adjacent street traffic. The CMP also requires traffic studies to analyze mainline freeway monitoring locations where the project would add 150 or more trips in either

direction during either A.M. or P.M. weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

Based on factors in the City of Los Angeles CEQA Thresholds Guide (2006), the following criterion was established to determine if there would be any significant transit impacts due to the Project:

- The capacity of the transit system serving the Project area would be substantially exceeded.

Parking

The project would be considered to have a significant impact with regard to parking if the parking requirements of the Zoning Code are not met or if the anticipated parking demand, as provided through an appropriate analysis for the project, is not met by the supply of available on-site parking spaces. For purposes of this analysis, the provisions for providing parking for off site uses in accordance with pre-existing covenants and agreements shall be considered.

Under LAMC Section 12.21.A.4.(e), one automobile space is required for each five fixed seats contained within a stadium use. Based on this provision, the project would require 4,400 parking spaces to meet the code required parking demand.

PROJECT IMPACTS

Traffic Impacts

The proposed event/soccer stadium under Option 2 would provide a maximum of 22,000 seats. The soccer stadium could become home to a Major League Soccer (MLS) team. Two MLS teams currently utilize the Home Depot Center, a multi-sport facility located on the campus of California State University, Dominguez Hills in the city of Carson, California. Thus, there is high demand for another MLS stadium in the Los Angeles region.

Based on information provided by the Coliseum Commission, in addition to hosting MLS games, the proposed event/soccer stadium would continue to host events of attendance levels similar to the ones held at the existing Sports Arena facility except that the events would be held in the open-air facility instead.

Year 2010 schedule and attendance data of local MLS teams were analyzed to determine the traffic impact of additional soccer events on neighborhood streets and roadways. Based on information obtained from www.mls-daily.com, 10 of 15 home games are typically scheduled to occur on Saturday, three games on Sunday, and two games on Friday. For the first seven games of the year (March through July 2010) a local MLS soccer team had an average attendance of 14,450 people per game, ranging from 12,597 to 18,653 (opening home game).

Based on this information, the proposed event/soccer stadium could host approximately two MLS games during a weekday and 13 MLS games on weekends in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena. Taking a conservative approach, even if all the MLS games on both weekdays and weekends were attended by 22,000 people (proposed maximum seating capacity of the soccer stadium), the additional events would not exceed the size of events the Sports Arena has historically been hosting at its existing facility.

Based on the above assessment, the new event/soccer stadium facility replacing the Sports Arena is not expected to generate significant new traffic impacts, for the following reasons:

- With the addition of MLS soccer games, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility.

- Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option 1) or MLS Stadium facility (Option 2) are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena.

- The Coliseum Commission will schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

The anticipated opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction) would provide event attendees with access to an ever-expanding regional rail and bus transit system, providing service to downtown Los Angeles and Culver City with direct connections to the Blue Line and Red Lines, which in turn have connections to Union Station, the Gold Line and the Green Line. It is anticipated that the Exposition LRT would result in reduced auto usage by the attendees and employees at Exposition Park, providing them with an alternative mode of travel to events and reducing traffic for both ongoing and new events.

Parking Impacts

The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, USC, or the surrounding area. Under the Multiple Use Space (Option 1), the existing Sports Arena will be demolished and replaced with an open-air venue for civic gatherings and entertainment events. The Multiple Use Space will also be developed to provide overflow surface parking for the Coliseum events. Under this Option, the parking inventory would be increased for major events held at the Coliseum and no new significant parking impacts would occur. Under Option 2, the Sports Arena would be demolished and redeveloped with a MLS Stadium with a seating capacity of 22,000. As noted above, the existing parking inventory is capable of supporting events with up to 93,000 attendees for the Coliseum. Thus, smaller events held at the Multiple Use Space (Option 1) or a MLS

Stadium event (Option2), would be supported by adequate parking facilities. As the owner/operator of both the Coliseum and the Sports Arena, the Los Angeles Memorial Coliseum Commission will have direct control over programming events such that attendance at both uses operating concurrently would not exceed the current maximum capacity of the Coliseum (i.e., 93,000 attendees). Therefore, no parking impacts would occur.

As stated above, the code-required parking demand under Section 12.21.A.4.(e) of the LAMC requires one automobile space for each five fixed seats contained within a stadium use. Based on this provision, the project would require 4,400 parking spaces to meet the code required parking demand. There are approximately 19,981 parking spaces available within the Exposition Park and USC Campus area that are generally available to meet the parking demands of the land uses within the general vicinity of the project site. Specifically there are approximately 7,340 parking spaces within the Exposition Park area alone that are able to meet the demands of the Coliseum, Sports Arena and other Exposition Park uses. As such, an adequate supply of parking exists within the area to meet the Code required parking and the parking demands of future events held at the Sports Arena Project Site under either Option 1 (Multiple Use Space) or Option 2 (MLS Stadium). Parking impacts would therefore be less than significant.

MITIGATION MEASURES

The following mitigation measures are recommended to ensure traffic impacts do not rise to a level of significance.

MM J-1: Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

LEVEL OF IMPACTR AFTER MITIGATION

Traffic and parking impacts would be less than significant.

CUMULATIVE IMPACTS

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

Pursuant to Section 15130 of the State CEQA Guidelines, the discussion of cumulative impacts shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15065(a)(3)). The cumulative analysis should also be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts: Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

The following analysis is based in part on a list of known individual projects within the study area, and growth projections adopted as part of prior environmental documents for applicable public services, utility infrastructure plans, and General Plan planning areas. The list of identified related projects is provided in Table IV.K-1, on the following page.

Table IV.K-1
Related Projects List

#	Location	Land Use	Size
1	Los Angeles Trade-Technical College	Community College/Trade School	1,300 ksf
2	3434 S, Grand Ave.	University/Education	347 ksf
3	435 20th Street Apts.	Multi-Family Residential (Apts.)	143 Dwelling units
4	LAUSD Elementary School #15	Elementary School (K-5)	575 students
5	USC Parkside Residential Tower	Multi-Family Residential (Apts.)	467 Students
6	LAUSD Elementary School #18	Elementary School	575 Students
7	LAUSD Elementary School #17	Elementary School	725 Students
8	University Gateway Mixed Use	Multi-Family Residential (Apts.) Restaurant Health Club Shopping Center	421 Dwelling units 7 ksf 40 ksf 36 ksf
9	902 Washington Blvd.	Multi-family Residential (condos)	160 Dwelling Units
10	USC School of Cinematic Arts	University/Education Uses	56 ksf
11	1360 & 1500 Figueroa Street	Multi-family Residential (condos)	622 Dwelling Units
12	Flower/23rd Mixed Use	Apartment Shopping Center	1,500 Dwelling Units 40 ksf
13	1011 Adams Blvd.	Apartment Shopping Center	80 Dwelling Units 17 ksf
14	2819 Griffith Ave.	Apartment	458 Dwelling Units
15	4051 Avalon Blvd.	Shopping Center	11 ksf
16	233 Washington Blvd.	Apartment Shopping Center Office	92 Dwelling Units 24 ksf 25 ksf
17	2455 Figueroa Street		
18	1340 Olive Street	Multi-family Residential (condos)	150 Dwelling units
19	1010 Jefferson Blvd.	Day Care Center Clinic	6 ksf 5 ksf
20	LAUSD Elementary School #10	Elementary School	650 student [f]
21	1525 Grand Ave.	Medical Office	64 ksf
22	1340 Figueroa Street	Multi-family Residential (condos) Health/Fitness Club Restaurant	273 ksf 10 ksf 9 ksf
23	2700 Figueroa Street	Apartments Shopping Center	171 Dwelling Units 22.5 ksf
24	3001 Western Ave.	Multi-family Residential (condos)	66 Dwelling Units
25	Chevron Icon Plaza/Figueroa And Exposition Blvd	Shopping Center Apts.	18 ksf 56 Dwelling Units
26	USC Cinematic Arts Phase II	Campus Structures	60 ksf
27	USC Student Health Center and Faculty Staff Clinic	Clinic - Medical Offices	86 ksf

28	USC All Sport Bldg.	Fitness Structure	100 ksf
29	505-511 W. 31 Street	Student Housing	30 Dwelling Units
30	3025 S. Figueroa Street	Student Housing	30 Dwelling Units
31	USC Development Plan	Campus Development	2,500 ksf sf of academic uses; 350 ksf retail/ commercial uses; 2,135 ksf of student and faculty housing (5,400 student beds and 250 faculty housing units; 165 ksf hotel and conference center with up to 150 rooms; and an 80 ksf K-8 laboratory and community educational academy.
Source: Fehr and Peers, USC Development Plan EIR, City of Los Angeles Department of City Planning, May 2010.			

AESTHETICS

Development of the Proposed Project, in conjunction with other projects in the general project vicinity, could cumulatively contribute to alterations in visual character, viewshed and lighting in and around the Exposition Park area. The Proposed Project would alter the aesthetic character of the Project Site, as the Sports Arena would be demolished and redeveloped with either an MLS Stadium or an open-air amphitheater. There are no other related development projects identified within Exposition Park or the immediate viewshed that would cumulatively add to the change in character. Moreover, the Proposed Project would be developed in a manner that is consistent with the stated objectives of the Exposition Park Master Plan with respect o landscaping and signage. The objectives of the Plan include enhancing the Park's character, preserving the historical legacy of the Park and generally encouraging recreational uses in the Park. The cumulative effects of this development would thus be experienced as gradual and independent modifications in an effort to improve the aesthetics in the general project vicinity. The Proposed Project would serve to improve the aesthetic quality of the project area and no significant aesthetic impacts would be expected to occur. Since the Proposed Project will result in less than significant project-level aesthetic impacts, the Proposed Project would not result in a cumulatively considerable significant aesthetic impact.

AIR QULAITY

Construction

As the Basin is currently in non-attainment for ozone, PM_{10}, and $PM_{2.5}$, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. This is considered to be a significant cumulative impact. With respect to determining the significance of the Proposed Project's contribution to regional emissions, the SCAQMD neither recommends quantified

analyses of cumulative construction emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction impacts. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed previously, the peak daily emissions generated during project construction would exceed the regional emissions threshold recommended by the SCAQMD for NO_x during the grading/site preparation phase and ROG during the building and coating phase. As the Basin is currently in non-attainment for NO_x the daily construction emissions associated with this criteria pollutant would be cumulatively considerable. Therefore, the cumulative impact of the Proposed Project for construction emissions (i.e., NO_x,) would be significant.

Operational Impacts

Due to the non-attainment of ozone, PM_{10}, and $PM_{2.5}$ standards in the Basin, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in non-attainment. With respect to operational emissions, the SCAQMD has indicated that if an individual project results in air emissions of criteria pollutants (CO, ROG, NO_x, SO_x, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the Proposed Project region is in non-attainment under an applicable federal or state ambient air quality standard. The operational emissions associated with the Proposed Project would not be increased as compared to existing conditions. Thus, the daily operational emissions associated with the criteria pollutants generated by the Proposed Project would not be cumulatively considerable. Therefore, the cumulative impact of the Proposed Project for the operational emissions would be less than significant.

AQMP Consistency

The Proposed Project would not increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations, and would be consistent with the SCAG population and housing growth projections utilized to prepare the AQMP. The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 2007 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2007 AQMP will not be obstructed by such growth. Since the Proposed Project would not jeopardize attainment of air quality standards in the 2007 AQMP for the Basin and the Los Angeles County portion of the Basin, the Proposed Project would not have a cumulatively considerable contribution to this impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan.

GREENHOUSE GAS EMISSIONS

In analyzing the potential impacts of the Proposed Project, Sections 15126 and 15130 of the State CEQA Guidelines require that cumulative impacts (impacts associated with other geographically or characteristically related projects) also be analyzed. In the absence of established quantitative thresholds to evaluate impacts associated with GHG emissions, consistency with adopted programs and policies to reduce GHG emissions has been suggested as a method to qualitatively evaluate the significance of cumulative impacts. A project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 cannot yet be evaluated because they are still under development. Nonetheless, as discussed above, the Proposed Project is anticipated to be consistent with all feasible and applicable strategies and measures to reduce GHG emissions in the City of Los Angeles and California. Therefore, the potential impact on global warming resulting from implementation of the Proposed Project is not expected to be cumulatively considerable.

HISTORIC RESOURCES

To analyze potential cumulative historical impacts, the list of related projects within the area were reviewed against a list of designated State Historic Monuments, Los Angeles Historic-Cultural Monuments, and National Register of Historic Places properties. As stated previously, Exposition Park was determined eligible for listing on the National Register in 1993 as a Historic District. To date it has not been a formally listed on the National Register. The Exposition Park Historic District includes all of Exposition Park and a number of buildings located within it are listed as contributing structures to the District. The Exposition Building, the Natural History Museum, the California State Armory, the Rose Garden, the Memorial Coliseum, the Los Angeles Swimming Stadium and the Park Clubhouse were all determined to be contributing elements to the District. The California Science Center, the Los Angeles Memorial Sports Arena, the California Aerospace Museum and the California African American Museum were identified as non-contributing elements of the District. The historic Exposition Building was effectively demolished in 1995 for the Science Center and the Swimming Stadium has been substantially altered. Whether or not these changes would jeopardize the designation status of the Exposition Park Historic District in the judgment of SHPO cannot be determined prior to their evaluation. Notwithstanding the fact that the Los Angeles Memorial Sports Arena has been identified as a historic resource pursuant to CEQA, and that the demolition of this building would result in a significant impact on the environment, the effects would not be cumulatively significant because the Sports Arena is not considered to be a contributing element to the Exposition Park Historic District. The cumulative impact of the Proposed Project would therefore be less than significant.

LAND USE

Cumulative land use impacts could occur if other projects located in the vicinity of the Project Site would

result in land use incompatibility effects in conjunction with the impacts of the Proposed Project. The Proposed Project (Option 1 or Option 2) would result in redevelopment of the Project Site with a public use parks and recreation venue consistent with the goals of the Exposition Park Master Plan, and in keeping with the goals and objectives identified for the South Los Angeles Community Plan, and the Redevelopment Plan, thereby fostering economic growth along the Figueroa corridor within the Redevelopment Plan area, and benefitting the land uses in the surrounding community area. In both cases, bathroom facilities would be provided, as well as low-level security lighting. In addition, landscaped areas would be a predominant feature under either Option, with an open-air all grass amphitheater and lawn areas comprising a majority of the site development plan for the Multiple Use Space (Option 1), and a recessed design for the MLS Stadium featuring landscaped plazas and perimeter landscaping (Option 2), as described in detail in Section II, Project Description. As such, the Proposed Project would be complementary to and compatible with Exposition Park facilities and improvements, as well as the commercial, educational institution, and multi-family residential uses within the surrounding community and in the greater South Los Angeles Community Plan area.

Future development of related projects located both within the Redevelopment Plan Area, the broader South Los Angeles Community Plan Area, and within the immediately adjacent Southeast Los Angeles Community Plan Area would foster economic growth, collectively supporting redevelopment of the South Los Angeles area. Furthermore, all related projects would be evaluated on a case-by-case basis by the City of Los Angeles for conformity with land use controls and regulations, and would be subject to the same site plan review process applicable to the Proposed Project, specifically with respect to the South Los Angeles Community Plan, the Planning and Zoning Code, the Redevelopment Plan, and the other regional land use plans. Therefore, no significant cumulative land use impacts are anticipated.

NOISE

Short-term cumulative construction-noise impacts in the immediate vicinity of the Project Site could occur if related projects in close proximity to the Project Site are under construction during the same time period as the Proposed Project. At the time that this EIR was prepared, no major construction activities likely to generate high noise levels were occurring in the vicinity of the Project Site. Although there is anticipated construction activity associated with the Metro Light Rail Project located along Exposition Boulevard, this construction area is located more than 1,500 feet north of the Project Site and it is not expected that noise levels from this location would have the potential to combine with any construction noise generated on the Project Site. The heavy earthmoving phase of the Metro Light Rail Project located along Exposition Boulevard is also anticipated to be completed prior to the construction of the Proposed Project so the construction periods would not overlap. For other projects within the general area, each would be required to comply with the City's Noise Ordinance regulations, along with implementation of reasonable noise reduction control measures as applicable. As such, cumulative construction noise impacts would be considered less than significant.

Future traffic growth and associated noise from related projects would not result in significant changes in ambient noise levels. Generally speaking, vehicle trips on local roadways would need to double in volume in order to create a perceptible change in noise volume to the average person. As noted in the Technical Traffic Memorandum prepared by Fehr and Peers, and included in Section IV.K, of this EIR, the Proposed Project would not generate a substantial increase in vehicle trips as compared to the current average attendance levels at the Coliseum and Sports Arena sites. Cumulative noise impacts from traffic would therefore be less than significant.

PUBLIC SERVICES

Fire Protection

The Proposed Project would have a cumulative impact on fire protection services. No related projects have been identified within the immediate project vicinity that, when combined with the Proposed Project would create an adverse effect upon fire access, emergency routes or availability to adequate fire-flow. While it is acknowledged that Project implementation will generally increase the need for fire protection and emergency medical services in this area, the Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this Proposed Project, along with other approved and planned projects in the immediate area, may result in the need for increased staffing for existing facilities, additional fire protection facilities, and/or the relocation of present fire protection facilities. However, the extent of such impacts are not immediately foreseeable and would be evaluated on a project-by-project basis and on an annual basis in accordance with the City's annual evaluation of services. Cumulative impacts upon fire services would therefore be less than significant.

PUBLIC UTILITIES

Wastewater

The Proposed Project is not expected to significantly impact wastewater infrastructure or treatment facilities. Similar to the Proposed Project, each related project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, cumulative impacts upon the wastewater conveyance infrastructure and HTP treatment capacity would be less than significant. Additionally, while water quality in the Santa Monica Bay is impaired by treated wastewater, urban water runoff, industrial and other discharge sources, the cumulative impact of contributing pollutants generated by the Proposed Project and related projects would not result in a significant water quality impacts within the Santa Monica Bay since the HTP would continue to operate in full compliance with their regulatory discharge requirements. Therefore, cumulative impacts on water quality would be less than significant.

Water

In terms of the City's overall water supply condition, the water demands for projects that are consistent with the City's General Plan have been taken into account in the planned growth of the Water System. For projects that are not consistent with the General Plan or that meet the requirements established in Sections 10910-10915 of the State Water Code, a WSA demonstrating sufficient water availability would be required on a project-by-project basis. LADWP's 2005 UWMP projects yearly water demand to reach 776,000 acre-feet by 2030, or an increase of 17% from 2005. Water demand projections in 5-year increments through 2030 are available in the 2005 UWMP for each of the major customer classes – namely single family, multi-family, commercial, governmental, and industrial. Demographic data from SCAG's Regional Transportation Plan as well as billing information for each major customer class, weather, and conservation were factors used in forecasting future water demand growth. It is anticipated that the projected water supplies during normal, single-dry, and multiple-dry water years as included in the 20-year projection contained in its Urban Water Management Plan will meet the expected water demands associated with the Proposed Project in addition to the demands of current and future related projects. Because the Proposed Project is consistent with the General Plan, and would not result in a substantial change to the water demand that is currently generated by the Sports Arena operations, the Proposed Project is within the growth projections of the Regional Transportation Plan, and growth projections of the Urban Water Management Plan. Therefore, cumulative impacts to water service and regional supplies would be less than significant.

Electricity

According to the Citywide General Plan Framework EIR (1995), LADWP anticipates that it can support future growth within the City in accordance with projected growth rates. However, the cumulative effect of the Proposed Project and related projects will require continued near term and/or future additions to the distribution system capacity. Any required near term and/or future additions to the distribution system will be carried out by LADWP and each addition will be completed subject to LADWP review and approval. In accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. Compliance with Title 24 energy conservation standards and other energy conservation programs on the local level will further reduce cumulative energy demands. Cumulative impacts to electricity service would therefore be less than significant.

Natural Gas

As a public utility provider, the SCG continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Additionally, compliance with energy conservation standards pursuant to Title 24 of the California Administrative Code would reduce

cumulative demands for natural gas resources. Cumulative impacts upon natural gas resources and infrastructure would therefore be less than significant.

Solid Waste

Implementation of the Proposed Project in conjunction with cumulative growth would further increase regional demands on landfill capacity. Although it is impossible to calculate at present, the impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the landfills. Furthermore, although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The Proposed Project would generate approximately the same solid waste compared to existing conditions and would not substantially jeopardize the current excess remaining capacity. Because the change in volume associated with the Proposed Project is not substantial in relation to the region as a whole, and solid waste disposal solutions are continuously being sought after on the regional level, the Project's contribution to cumulative impacts would be considered less than significant.

Parking

The existing parking infrastructure meets the City's code for required parking for the project. In addition, the parking demand created by the Proposed Project can be adequately met by the parking supply provided on and around the Project Site. Therefore, the project would not contribute to a cumulative shortage of parking in the area. As such, cumulative impacts would be less than significant.

Traffic

As noted in Section IV.J, of this EIR, the new event/soccer stadium facility replacing the Sports Arena is not expected to generate any new significant traffic impacts. Moreover, the anticipated opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction) would provide event attendees with access to an ever-expanding regional rail and bus transit system, providing service to downtown Los Angeles and Culver City with direct connections to the Blue Line and Red Lines, which in turn have connections to Union Station, the Gold Line and the Green Line. It is anticipated that the Exposition LRT would result in reduced auto usage by the attendees and employees at Exposition Park, providing them with an alternative mode of travel to events and reducing traffic for both ongoing and new events. The cumulative effect of operating a regional sports and entertainment venue in walking distance to the Exposition Light Rail Transit Line would result in a net beneficial impact upon traffic congestion as patrons and visitors to the Project Site would be able to take mass transit to access the Project Site. This opportunity would decrease traffic volumes on local roadways. As such, cumulative traffic impacts would be less than significant.

V. GENERAL IMPACT CATEGORIES
A. EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

As a part of the EIR scoping process, it was determined that development and operation of the Proposed Project would not result in potentially significant impacts to the environmental impact topics listed below. Section 15128 of the CEQA Guidelines states:

> *"An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. "*

It has been determined that there is no evidence that the Proposed Project would cause significant environmental effects in the following areas and that no further environmental review of these issues is necessary for the reasons described below.

Agricultural Resources

The Project Site is leased from the Sixth District Agricultural Association of the State of California and is currently developed with the Los Angeles Memorial Sports Arena. There have been no agricultural uses on the Project Site since before 1958, when construction of the Sports Arena began. The Proposed Project would not involve any changes to the use of the Project Site, and the Sports Arena would continue hosting the same general types of sporting, entertainment and civic events as it currently does. Therefore, the Proposed Project would not result in any potentially significant impacts to agricultural resources and no further analysis of this issue is warranted.

Biological Resources

The Project Site is a developed parcel, with urban development surrounding it in a highly urbanized area and does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (Fish and Game), or the U. S. Fish and Wildlife Service. In addition, there are no known locally designated natural communities on the site or in the project vicinity.

The Proposed Project would not result in the direct removal, filling or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the project vicinity. The Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species. Because there are no known locally designated natural communities on the Project Site or in the project vicinity, the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Vegetation within the Project Site consists primarily of various forms of landscaping including several native trees such as eucalyptus, deodar, yucca, agave, and palm trees. These species will not be affected by the development of the Proposed Project. No State or Federally protected plant species are currently known to exist on the immediate Project Site. The Proposed Project will not adversely impact biological resources on or around the Project Site.

Hazards and Hazardous Materials

The Project Site has been developed as a stadium since 1959. The Proposed Project would not alter existing land use on the site, and would not use, store or transport significant amounts of hazardous materials. The Sports Arena was heavily retrofitted following the Northridge earthquake. Nearly all asbestos-containing materials (ACMs) were removed at that time; however, if ACMs or lead are present in the structures, the materials must be removed by licensed contractors using control methods prescribed in SCAQMD Rule 1403. This is a potentially significant impact that can be mitigated to a less than significant level via mandatory compliance with SCAQMD Rule 1403, which would insure safe exposure for both abatement workers as well as the general public. Additionally, minor amounts of hazardous materials may be used including motor oil, grease, paints, solvents, pesticides, herbicides, and fertilizers. However, the use and disposal of such materials would be required to be in compliance with the State Health and Safety Code, the City of Los Angeles Municipal Code, and the Uniform Fire Code (UFC). Therefore, the Proposed Project would not result in any potentially significant impacts to hazards or hazardous materials.

Mineral Resources

A portion of Exposition Park has been designated by the Los Angeles City Planning Department as an area containing significant mineral deposits. However, the area containing such deposits is located at a southeast portion of Exposition Park, which is not occupied by the Project Site. As the Proposed Project is not located on the designated land, and would not alter existing uses, no impacts to these identified mineral resources will occur. Additionally, the Project Site is not in an area of potential petroleum resources. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The Proposed Project would not result in the loss of availability of a locally important mineral resource recovery site, as no recovery site exists on the Project Site. The Proposed Project would not result in any potentially significant impacts to mineral resources and no further analysis of this issue is warranted.

Population and Housing

The Proposed Project is a renovation of the existing Sports Arena site and would not alter the type of general public venue use on the Project Site. There are no residential properties on the Project Site and none are planned as part of the development of the Proposed Project. As the Proposed Project is not proposing any alterations to existing housing nor proposing the addition of new housing, implementation of the Proposed Project would not result in a permanent population increase nor would it displace any existing housing in the area.

Construction of the Proposed Project would result in an increase of employment opportunities in the construction field, which could potentially result in an increased permanent population and a demand for housing in the vicinity of the Project Site. However, the employment patterns of the construction workers in Southern California are such that construction workers would not likely, to any significant degree, to relocate their households as a consequence of the construction employment associated with the Proposed Project.

Implementation of the Proposed Project may also provide employment after project completion in the form of ongoing event operations. However, since the Project Site is currently developed with the same general use as would be provided under the Proposed Project, a substantial change or increase in local employment opportunities is not anticipated to result. Any additional employment opportunities created by the Proposed Project will not significantly affect housing supply or demand in the area. Therefore, the Proposed Project would not have a potentially significant impact on population and housing levels in the City of Los Angeles and no further analysis of this issue is warranted.

V. GENERAL IMPACT CATEGORIES
B. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

> *Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.*

Based on the analysis contained in Section IV of this EIR, implementation of the Proposed Project would result in significant unavoidable environmental impacts relative to: regional construction-related air quality emissions, construction-related noise impacts, and the demolition of an historic resource.

Air Quality

Regional Construction Impacts

With the implementation of Mitigation Measures C-1 and C-2, the Proposed project would still exceed the regional emissions threshold recommended by the SCAQMD for NO_x during the grading/site preparation phase and ROG during the building and coating phase. Therefore, regional construction-related air quality impacts would be considered significant and unavoidable.

Noise

Construction Noise

Construction activities with the Proposed Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the project site; and delivery and hauling of construction supplies and debris to and from the project site. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. The construction noise levels experienced by the off-site sensitive receptors would range from 67.9 dBA L_{eq} to 83.1 dBA L_{eq}. Thus, construction activities associated with the Proposed Project would result in a temporary or periodic increase in noise levels at some of the off-site noise sensitive receptor locations.

With compliance with Section 41.40 of the LAMC and the implementation of the Mitigation Measures G-1 through G-6, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the Proposed Project would be reduced to the maximum extent feasible. Nevertheless, because construction noise levels are

likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period, construction noise impacts would be significant and unavoidable.

Operational Noise

Under both project options, the existing indoor venue would be replaced with an outdoor venue. Noise sources from special events at the open-air amphitheater or soccer stadium would include:

- Crowd noise (particularly yells and cheers at high attendance soccer or concert events);
- Public Address System (amplified public announcements and/or play-by-play announcements).
- Amplified concert music;
- Traffic-related noise from motorists traveling to and from events (discussed in detail below); and
- Helicopters and other aircrafts covering events.

It is anticipated that noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. However, noise levels generated during concert and related events that would involve the use of amplified music and announcements would be increased compared to existing conditions and could have the potential to adversely impact neighboring uses to the east and south of the Project Site. It is typically expected that the sound level achieved for concert music, particularly popular or rock type music, would be in the 95 to 110 decibel range within the venue boundaries. The lower end of the range would be representative of ballad-type popular music while the upper end is representative of very loud rock or soul music.[1] Accordingly, music concert noise is likely to exceed ambient conditions by five decibels in residential adjacent areas during off-peak traffic times when noise levels in surrounding communities are low. As a result, some residents may continue to occasionally find evening concert noise intrusive or annoying. Therefore, as the Proposed Project would involve the replacement of an existing indoor venue with an outdoor venue generating a new source of noise exceeding the ambient conditions by five decibels, operational noise impacts from special events would be considered potentially significant.

Historic Resources

The Los Angeles Memorial Sports Arena is now more than 50 years of age and is being evaluated in this report to determine if it meets the criteria of eligibility for listing in the California Register of Historical Resources. The period of significance for the Sports Arena has been established as 1959 to 1967. This eight-year span includes the opening of the structure by Vice President Nixon on July 4th of that year, and

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[1] *Los Angeles Memorial Coliseum Renovation Project, Draft EIR, SCH# 1990011065.*

opening of the Great Western Forum in Inglewood. This end date also coincides with the beginning of the "superstadium" era, when venues such as the Sports Arena were becoming obsolete and outdated.

With respect to evaluating the integrity of the Sports Arena, historians at ICF concluded that it retains integrity of location, setting, feeling and association, but lacks integrity of design, materials and workmanship. To be eligible for the California Register of Historical Resources, an historical resource must be significant at the local, state or national level under one or more of the following four criteria:

1) *It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;*

2) *It is associated with the lives of persons important to local, California, or national history;*

3) *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;*

4) *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.*

Based on a historic resource evaluation performed by ICF, the Los Angeles Memorial Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history. It does not appear to meet Criteria 2, 3, or 4. As such, the impacts associated with the proposed removal of the Sports Arena under Criterion 1 would be considered potentially significant. The removal of the Sports Arena, which has association with events that have made a significant contribution to Los Angeles history, would therefore be considered significant and unavoidable.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the State CEQA Guidelines states that the "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." Section 15126.2(c) further states that "irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Development of the Proposed Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Proposed Project and would continue throughout its operational lifetime. The development of the Proposed Project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the Proposed Project would require consumption of resources that are not replenishable or which may renew slowly as to be considered non-renewable. These resources would include certain

types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Proposed Project. However, this resource consumption would be consistent with growth and anticipated change in the Los Angeles region, and the resources are available for the reasonably foreseeable future.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of the ways in which a Proposed Project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the *CEQA Guidelines* states:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

The Proposed Project could foster economic growth by increasing the number of visitors to the Project Site, mainly on weekends and weekday evenings. In addition, employment opportunities would be provided during the construction and operation of either of the two Options that are proposed by the Coliseum Commission. The Proposed Project would provide increased operating revenue for the Los Angeles Memorial Coliseum Commission, which operates the Coliseum and the Sports Arena venues without any public funding or tax revenues. Thus the ability for the Coliseum Commission to demolish the Sports Arena and develop another beneficial use in its place is vital to its continued success as an economically viable and self-sustaining operation. The Proposed Project could stimulate redevelopment and revitalization of the immediate neighborhood and contribute to the overall economy of the broader local community and redevelopment zone.

Also, the roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) serving the Proposed Project would not induce growth since they are existing and adequate to serve the project. No new significant impacts would arise with respect to infrastructure support systems

and thus no new physical improvements to surrounding roadways or other infrastructure systems would be constructed. As such the Proposed project would not induce additional growth beyond what is currently serving the Project Site.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION

An EIR is required to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR must also evaluate the "no project" alternative. An EIR is not required to consider alternatives that are infeasible.

To provide a framework for understanding how the Alternatives to the Proposed Project were developed, the following provides a brief summary of the proposed project, the project objectives and the significant unavoidable impacts that would result under the Proposed Project. As stated above, the objective of the Project Alternatives analysis is to identify alternatives that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

Alternatives Considered but Rejected

"The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would substantially avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" [CEQA Guidelines Section 15126.6(f)(2)(A)]. An Alternative Project Site was precluded from further analysis because the Proposed Project is a redevelopment project with the specific intent to provide for the better utilization of the Sports Arena Project Site in accordance with the Coliseum Commission Joint Powers Agreement. The Project Site is controlled and operated by the Los Angeles Memorial Coliseum Commission, which exists and operates for the sole purpose of operating and maintaining the Los Angeles Memorial Coliseum and Sports Arena complex. As such, the evaluation of an alternative project site outside the Coliseum and Sports Arena site premises was precluded from further analysis. Furthermore, due to the physical site constrains imposed by the Los Angeles Memorial Coliseum and Sports Arena structures, a suitable site large enough to support the development of either Option 1 or 2 while retaining both the Coliseum and the Sports Arena structures does not exist.

Project Characteristics

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the LAMCC is considering two different and mutually exclusive future uses for the Project Site: Option 1, which consists of a Multiple Use Space for civic and special event gatherings; or Option 2: a Major League Soccer

Stadium with approximately 22,000 seats. Both of these development options are analyzed in an equal level of detail in this Draft EIR to allow flexibility for the decision–makers to select either one of the two projects.

Project Objectives

The range of alternatives to be included in the analysis shall include those that could feasibly accomplish most of the basic objectives of the Proposed Project and could avoid or substantially lessen one or more of the Project's significant effects. As stated in Section II, Project Description, the Sports Arena and the Coliseum operate under the authority of the Los Angeles Coliseum Commission, which was formed under the Joint Exercise of Powers Act on September 25, 1945. The complex is supported solely by revenue generated from its operations and no taxpayer funds are used to support the existing facilities. Constructed in 1959, the Sports Arena is in need of major repairs and renovation to extend its structural lifespan and increase programming options in order to generate the necessary revenues to become an economically self-sufficient sports and entertainment venue. As a result, the Los Angeles Memorial Coliseum Commission's primary objectives are as follows:

- To plan for the long-term use and operation of the Sports Arena property to fulfill the duties of the Coliseum Commission as identified in the Joint Powers Agreement. Specifically, the Coliseum Commission seeks to evaluate and develop a successful plan that will enable the Coliseum Commission to manage and use the Sports Arena property for competitive sports, athletics, games, pageants, plays, celebrations, patriotic or religious gatherings, festivals, exhibits, industrial, trade, horticultural or agricultural shows, conventions, and exhibitions and productions of a local, regional, national, or international character in a manner that is economically self-sufficient and consistent with the terms of the Sports Arena round lease between the Coliseum Commission and the Sixth District Agricultural Association.

- To enhance the prestige and visibility of Exposition Park and the City of Los Angeles through the development of a modern, world-class sports, entertainment, and cultural use complex.

- To assure that Project Site operations generate enough revenue to enable the Coliseum Commission to preserve and maintain the Project Site and its sister facility, the Coliseum, in a self-sufficient manner.

In furtherance of the primary project objectives identified above, the Coliseum Commission has identified two potentially viable options: Option 1 (Multiple Use Space) and Option 2 (MLS Stadium). The specific set of objectives for the two development options being considered are as follows:

Option 1 (Multiple Use Space)

- To expand the function of the Sports Arena Site within the community as a gathering place for civic events that celebrate community achievements.

- To construct an open-air venue that provides maximum flexibility for the dual use of the site to support overflow parking needs for Coliseum events and to be utilized as an outdoor venue for public entertainment and cultural events.

- To utilize the existing topography of the Project Site without the need for a substantial amount of additional grading.

- To serve the community's need for public outdoor gathering spaces.

Option 2 (MLS Stadium)

- To provide a stadium venue in conformance with the generally accepted standards of design for Major League Soccer (MSL) stadiums, thus enabling the Coliseum Commission to host MSL games in Exposition Park.

- To provide a stadium venue in conformance with the generally accepted standards of design for collegiate soccer, thus enabling a landlord/tenant relationship with a USC soccer team.

- To provide spectators and users of the stadium with the amenities and conveniences consistent with a state-of-the-art facility, including restrooms, concession, and press facilities; spectator viewing; luxury suites and club seating; locker and dressing facilities; and parking and circulation space.

- To utilize the existing topography of the Project Site without the need for a substantial amount of additional grading.

Overview of Selected Alternatives

The project alternatives should feasibly attain "most of the basic objectives of the project," even though implementation of the project alternatives might, to some degree, impede the attainment of some of those objectives or be more costly. Therefore, in order to compare the merits of the various alternatives' ability to reduce environmental impacts and meet or attain as many of the project's objectives as possible, the following alternatives were selected:

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the Los Angeles Memorial Sports Arena would continue operating as it currently is without any physical improvements or renovation projects.

- **Historic Retention Alternative.** This Alternative would consist of renovating the Los Angeles Sports Arena in accordance with the Secretary of Interior's Standards for the Rehabilitation and Renovation of Historic Structures. The existing structure would not be demolished and renovation efforts would be aimed at maintenance projects and providing modern amenities to make the facility an attractive and desirable location for sporting, entertainment and civic events.

Analytical Assumptions and Methodology

The alternatives analysis presented below provides a comparative qualitative and quantitative comparison to the Proposed Project, and assumes that all applicable mitigation measures proposed for the Proposed Project would apply to each alternative. Impacts associated with each alternative are compared to the Proposed Project's impacts and are classified as increased, reduced, or essentially equivalent to the level of impact associated with the Proposed Project.

Section 15126.6 of the State CEQA Guidelines requires lead agencies to evaluate a No Project Alternative for the purpose of allowing the decision makers to compare the impacts of the Proposed Project with the impacts of not approving the Proposed Project. The State CEQA Guidelines provide further guidance in that when the project involves the revision of an existing land use, such as in the case of the Los Angeles Memorial Sports Arena Redevelopment Project, the No Project Alternative should be the continuation of the existing operation into the future. For purposes of defining the ongoing operations that would occur under the No Project Alternative for the Los Angeles Memorial Sports Arena Redevelopment Project, no demolition would take place and the current utilization of the Sports Arena would continue into the foreseeable future.

The current utilization of the Sports Arena includes hosting on average, approximately 69 events a year with an average of approximately 60 events (or approximately 87 percent of the annual bookings) attracting fewer than 10,000 attendees, 6 events (or approximately 9 percent of the annual bookings) attracting crowds between 10,000 and 20,000 attendees, and an average of 3 events per year (or roughly 4 percent of the total annual bookings) with attendance levels above 20,000. (See Table VI-1, below.) Theses attendance records generally project continued use and operations at the Sports Arena under the No Project Alternative.

Table VI-1
Historic Attendance Levels at the Sports Arena (2005-2009)

Year	<10,000 Attendees		10,000 – 20,000 Attendees		> 20,000 Attendees	
	No. Events	Ave. Attendance	No. Events	Ave. Attendance	No. Events	Ave. Attendance
2005	69	3,925	7	11,185	0	0
2006	73	3,945	4	15,128	3	33,410
2007	67	3,838	6	14,438	4	32,844
2008	71	2,923	8	12,680	3	37,915
2009	20	5,695	4	14,117	3	47,165
AVERAGE	60	4,100	6	13,500	3	37,800

Source: Los Angeles Memorial Coliseum Commission, 2010

Aesthetics

Visual Character/Views

Under the No Project Alternative, the existing Sports Arena building and landscaping features on the Project Site would remain and no new construction would take place. The existing uses on the Project Site have remained relatively unchanged for the past 50 years and thus no adverse significant aesthetic impacts with respect to visual character, views, or value would be created by the continued presence of

these features. It is anticipated that this Alternative would require continued maintenance of the facility and grounds to maintain an acceptable and attractive landscaped environment, keeping up with the overall character of Exposition Park. Thus, the No Project Alternative would result in no impact to the aesthetic character of the surrounding neighborhood.

Light and Glare

Under the No Project Alternative, the existing Sports Arena building and surface parking uses would remain on the Project Site. These uses currently generate a moderate amount of nighttime lighting and daytime glare associated with the vehicles on passing streets and illuminated parking lots. As such, the No Project Alternative would not result in any changes to the ambient lighting conditions and no impact would occur with respect to spillover lighting onto adjacent properties.

Air Quality

Under the No Project Alternative, no demolition of the Sports Arena would occur and no new construction impacts would be generated. Accordingly, construction-related air quality impacts under the Proposed Project, which were determined to be significant and unavoidable, would be avoided under this Alternative.

The No Project Alternative would involve the continued use and operation of the Sports Arena, which generates on average 29 events per year during the week (M-F). The maximum attendance was recorded at 52,234 attendees while the average attendance levels ranged from 3,591 (in year 2005) to 11,862 (in year 2009) over the five-year history. The vehicle emissions associated with vehicle trips from these operations would continue at their current levels and would not be expected to increase. By comparison, the Proposed Project is not expected to increase the overall attendance levels or generate a substantial increase in air quality emissions. Thus, the operational air quality impacts under the No Project Alternative would be less than significant and the same as the Project.

Greenhouse Gases

The amount of GHG emissions from project construction activities would be 878 metric tons of CO_2e in 2011 and 451 metric tons of CO_2e in 2012, which would represent approximately 0.000002 percent and 0.000001 percent of the 2008 State-wide level, respectively. While this is considered to be a less-than-significant impact, these emissions would be completely avoided under the No Project Alternative, as no new construction activities would take place. Thus, impacts under the No Project Alternative would be less than significant and reduced as compared to the Proposed Project.

Operational GHG emissions generated by both stationary and mobile sources would continue to be generated by the No Project Alternative, as the site would continue its current operations. Stationary area source GHG emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile GHG emissions would be generated by the motor vehicles traveling to and from the project site. With respect to stationary sources,

the No Project Alternative is expected to generate more GHG emissions because it is an indoor facility and would demand more energy use and the associated consumption of fossil fuels) for heating and cooling. Thus GHG emissions from stationary sources would be increased as compared to the Proposed Project under either option.

With respect to mobile sources, the Proposed Project (under either Option) would not generate significant new traffic impacts. Events and attendance proposed under the Proposed project would continue to fall within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source GHG emissions would be less than significant and the same under the No Project Alternative.

Historic Resources

The No Project Alternative would result in the continued use of the Sports Arena as is with no major alterations or improvements. As such, no demolition would occur and the loss of a significant historic resource would be avoided. Impacts under the No Project Alternative would be less than significant and substantially reduced as compared to the significant and unavoidable impact that would result with implementation of either option proposed under the Project.

Hydrology/Water Quality

Under the No Project Alternative, the existing site would remain intact and no changes to the permeable surface area would occur. However, while the No Project Alternative would have no impact with respect to hydrology and flooding (as no changes to surface water volumes or water quality would occur), it would preclude the benefits associated with improved water quality runoff that would occur under the Proposed Project. Compliance with stringent BMPs and regulatory code-required measures would provide and added benefit with respect to treating surface water flows prior to discharging into the off site storm drain system. Accordingly, although the No Project Alternative would result in a less-than-significant impact, the No Project Alternative would result in increased impacts associated with operational water quality as compared to the Proposed Project.

Noise

Under the No Project Alternative, no demolition, excavation, or building construction would take place; thus, no impacts associated with construction noise or vibration would occur. Therefore, no impacts from construction activities would occur as a result of the No Project Alternative. No impacts would occur and the mitigation measures recommended for the Proposed Project would not apply.

With respect to event operations, the No Project Alternative would continue to operate based on the five-year average attendance levels. As compared to the MLS Stadium, the No Project Alternative would generate less noise, as the existing venue is an indoor arena and is acoustically insulated from the surrounding neighborhood. The MLS Stadium would be an open-air outdoor soccer stadium, which

would generate exterior noise from the music, soccer and civic events with crowds up to 22,000 attendees. While the noise attenuation of the indoor facility under the No Project Alternative would generate fewer noise impacts during events (typically lasting 2-3 hours at a time), but the exterior noises associated with vehicles and pedestrians entering and leaving the facility would remain the same. Accordingly, the operational noise levels associated with traffic under the No Project Alternative would be reduced as compared to those of the Proposed Project.

Land Use and Planning

Under the No Project Alternative, the existing Sports Arena would remain on the Project Site, which would be consistent with the underlying zoning code regulations. With respect to zoning and consistency with applicable land use plans, the No Project Alternative would not require any variances or discretionary actions associated with the redevelopment of the Project Site. Impacts related to land use and planning would therefore be reduced under the No Project Alternative, as compared to the MLS Stadium Option, which may require a variance to exceed the 35-foot height limitation established by the current zoning. Land Use impacts would be the same as compared to the Multiple Use Space Option as no new variances or discretionary actions would be required.

Public Utilities

Water

Under the No Project Alternative, no changes to the existing land uses or operations at the Project Site would occur. Therefore, with respect to water demands, this Alternative would be comparable to the less-than-significant water demand impacts associated with the Proposed Project. Although no new impact would occur, this Alternative would not implement any of the water conservation efforts recommended for the Proposed Project.

Wastewater

Under the No Project Alternative, no changes to the existing land uses or operations at the Project Site would occur and no new or expanded wastewater facilities would be needed. Therefore, with respect to wastewater, this Alternative would have the same impacts as compared to the less-than-significant wastewater impacts associated with the Proposed Project. No impact would occur and the mitigation measures recommended for the Proposed Project would not apply.

Energy

<u>Electricity</u>

Under the No Project Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for electricity would occur. The cooling required for the ongoing use of the Sports Arena would generate increased demands for electricity as compared to the open-air venues proposed

under the Project. Therefore, with respect to electricity, this Alternative would have increased impacts as compared to the less-than-significant impacts associated with the Proposed Project.

Natural Gas

Under the No Project Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for natural gas would occur. However, similar to the electricity demands, the heating required for the ongoing use of the Sports Arena during the winter months would generate increased demands for natural gas as compared to the open-air venues proposed under the Project. Therefore, with respect to natural gas, this Alternative would have increased impacts as compared to the less-than-significant impacts associated with the Proposed Project.

Solid Waste

Under the No Project Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for solid waste services would occur. Therefore, with respect to solid waste, this Alternative would have the same solid waste impacts as compared to the less-than-significant impacts associated with the Proposed Project.

Public Services

Fire Protection

The demands placed upon the Los Angeles Fire Department under the Proposed Project would be substantially similar to the current conditions, as all of the aforementioned uses would generate large public gatherings. Thus the impacts under the No Project Alternative would not represent a substantial change as compared to the Proposed Project with respect to operations. With regard to planning and fire code compliance, no administrative demands would be required because the No Project Alternative would not result in the construction of any new facilities.

Police Services

The Proposed Project would not substantially change the level of attendance or number of events that occur at the Sports Arena on an annual basis. Thus, demands upon police services would be relatively the same under this Alternative. Neither the Proposed Project nor the No Project Alternative would be expected to result in a substantial increase in the demand for police services from the LAPD such that a new police station or sub-station would need to be developed. In comparison to the Proposed Project, this Alternative would not generate any administrative demands for staff time with respect to facility planning and developing new security plans. Thus, impacts under this Alternative would be less than significant and the same as the Proposed Project.

Traffic and Transportation

Based on the Traffic Assessment provided by Fehr and Peers, the options proposed under the Proposed Project are not expected to generate significant new traffic impacts. Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The vehicle trips associated with these attendance levels would continue to occur with no notable changes under the No Project Alternative. However, it should be noted that the anticipated opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction) would likely decrease vehicle trips associated with events at the Sports Arena, because of the convenience it would provide many event spectators. Traffic impacts under this Alternative would be less than significant and the same as the Proposed Project.

Parking Impacts

The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, USC, or the surrounding area. No parking impacts are anticipated to occur under the Proposed Project. In comparison to the Multiple Use Space (Option 1), the continued use of the existing Sports Arena will preclude the option to provide additional surface parking for Coliseum events. In comparison to proposed Option 2, the new MLS Stadium is not anticipated to generate more parking demands than are currently generated under the existing conditions. Thus there would be no notable change in parking demands under the No Project Alternative.

Conclusion

The No Project Alternative would reduce the Proposed Project's significant and unavoidable impacts for construction air quality, construction noise, and historic resources. However, the No Project Alternative would not fulfill any of the Proposed Project's goals and objectives.

As stated in Section II, Project Description, the Sports Arena and Coliseum complex is supported solely by revenue generated from its operations and no taxpayer funds are used to support the existing facilities. Because the Sports Arena is in need of major repairs and renovation in order to extend its structural lifespan and programming opportunities to become an economically self-sufficient sports and entertainment venue, the No Project Alternative could jeopardize the ability for the Sports Arena to continue its current operations into the foreseeable future. The Los Angeles Memorial Sports Arena has had an operating loss of between $750,000 and $900,000 each of the last five fiscal years. These losses have been absorbed due to the profitability of the Los Angeles Memorial Coliseum. It is anticipated that the Sports Arena will continue to lose a significant amount of money for the foreseeable future. Due to the age of the facility, the Sports Arena will require significant capital expenditures in the next five years just to keep it operating. Improvements necessary to keep the Sports Arena operational would include new seats, a new HVAC system, new ice floor and plumbing, bathroom remodeling, and concession stand remodeling. It is estimated that these capital improvements would cost approximately an additional $8,200,000, which exceeds the Commission's current cash position. Furthermore, the above

improvements would not make the Sports Arena any more competitive with other similar venues in and around Los Angeles.

This Alternative would preclude the ability of the Sports Arena to operate as an economically viable and self-sufficient facility capable of hosting a wide variety of athletic, cultural, political, and community events. The venue would likely cease to operate and fall into a state of disrepair, which would act counter to the stated objective to enhance the prestige and visibility of Exposition Park and the City of Los Angeles through the development of a modern, world-class sports, entertainment, and cultural use complex. Ultimately, this alternative would necessitate the shuttering of the Sports Arena as it would no longer be economically viable for the Coliseum Commission to operate the venue in a self-sustaining manner.

This Alternative would consist of renovating the Los Angeles Sports Arena in accordance with the Secretary of Interior's Standards for the Rehabilitation and Renovation of Historic Structures. The existing structure would not be demolished and renovation efforts would be aimed at maintenance projects and providing modern amenities to make the facility an attractive and desirable location for sporting, entertainment and civic events. Due to the age of the facility, the continued use of the Sports Arena will require significant capital expenditures in the next five years just to keep it operating. Improvements necessary to keep the Sports Arena operational would include new seats, a new HVAC system, new ice floor and plumbing, bathroom remodeling, and concession stand remodeling. Exterior improvements would be limited to upkeep of the landscaped grounds and painting the exterior facade of the structure.

Aesthetics

Visual Character/Views

Under the Historic Retention Alternative, the existing Sports Arena building and landscaping features on the Project Site would remain and no new construction would take place. The existing use on the Project Site have remained relatively unchanged for the past 50 years and thus no adverse significant aesthetic impacts with respect to visual character, views, or value would be created by the continued presence of these features. The exterior features of the Sports Arena would be retained and rehabilitated in conformance with the Secretary of Interiors Standards to ensure that no historic impacts occur. Thus, the Historic Retention Alternative would result in no impact to the aesthetic character of the surrounding neighborhood.

Light and Glare

Under the Historic Retention Alternative, the existing Sports Arena building and surface parking uses would remain on the Project Site. These uses currently generate a moderate amount of nighttime lighting and daytime glare associated with the vehicles on passing streets and illuminated parking lots. As such, the Historic Retention Alternative would not result in any changes to the ambient lighting conditions and no impact would occur with respect to spillover lighting onto adjacent properties.

Air Quality

Under the Historic Retention, no demolition of the Sports Arena would occur and no new construction impacts would be generated. Accordingly, construction-related air quality impacts under the Proposed Project, which were determined to be significant and unavoidable, would be reduced under this

Alternative. Some construction activities would be expected to generate increased air quality emissions, however, such impacts would be greatly reduced, as no mass demolition activities would occur.

The Historic Retention Alternative would involve the continued use and operation of the Sports Arena, consistent with its current operations. The vehicle emissions associated with vehicle trips from these operations would continue at their current levels and would not be expected to increase. By comparison, the Proposed project is not expected to increase the overall attendance levels or generate a substantial increase in air quality emissions. Thus, the operational air quality impacts under the Historic Retention Alternative would be less than significant and the same as the Project.

Greenhouse Gases

The amount of GHG emissions from project construction activities would be 878 metric tons of CO_2e in 2011 and 451 metric tons of CO_2e in 2012, which would represent approximately 0.000002 percent and 0.000001 percent of the 2008 State-wide level, respectively. While this is considered to be a less-than-significant impact, these emissions would be substantially reduced under the No Project Alternative, as only minor renovation activities would take place. Thus, impacts under the Historic Retention would be less than significant and reduced as compared to the Proposed Project.

Operational GHG emissions generated by both stationary and mobile sources would continue to be generated by the Historic Retention, as the site would continue its current operations. Stationary area source GHG emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile GHG emissions would be generated by the motor vehicles traveling to and from the project site. With respect to stationary sources, the Historic Retention Alternative is expected to generate increased GHG emissions because, as an indoor facility, it would demand more energy use for heating and cooling. Thus GHG emissions from stationary sources under the Historic Retention Alternative would be increased as compared to the Proposed Project under either option.

With respect to mobile sources, the Proposed Project (under either Option) would not generate significant new traffic impacts. Events and attendance proposed under the Proposed project would continue to fall within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source GHG emissions would be less than significant and the same under the Historic Retention Alternative.

Historic Resources

The Historic Retention Alternative would result in the continued use of the Sports Arena as is with no major alterations or improvements. Ongoing maintenance and minor renovations would be made in a manner that follows the Secretary of Interior's Standards for the Rehabilitation and Renovation of Historic Structures. As such, no demolition would occur and the loss of a significant historic resource would be avoided. Impacts under the No Project Alternative would be less than significant and

substantially reduced as compared to the significant and unavoidable impact that would result with implementation of either option proposed under the project.

Hydrology/Water Quality

Under the Historic Retention Alternative, the existing site would remain intact and no changes to the permeable surface area would occur. However, while the Historic Retention would have no impact with respect to hydrology and flooding (as no changes to surface water volumes or water quality would occur), it would preclude the benefits associated with improved water quality runoff that would occur under the Proposed Project. Compliance with stringent BMPs and regulatory code-required measures would provide and added benefit with respect to treating surface water flows prior to discharging into the off site storm drain system. Accordingly, although the Historic Retention Alternative would result in a less-than-significant impact, the Historic Retention Alternative would result in increased impacts associated with operational water quality as compared to the Proposed Project.

Noise

Under the Historic Retention Alternative, no demolition or excavation activities would take place; thus, no impacts associated with construction noise or vibration associated with these activities would occur. Minor repair and improvements would occur, though they would predominately be limited to interior spaces and would not generate a substantial amount of exterior noise. Therefore, no impacts from construction activities would occur as a result of the Historic Retention Alternative.

With respect to event operations, the Historic Retention Alternative would continue to operate based on the five-year average attendance levels. As compared to the MLS Stadium, the Historic Retention Alternative would generate less noise, as the existing venue is an indoor arena and is acoustically insulated from the surrounding neighborhood. The MLS Stadium would be an open-air outdoor soccer stadium, which would generate exterior noise from the music, soccer and civic events with crowds up to 22,000 attendees. While the noise attenuation of the indoor facility operations under the Historic Retention Alternative would generate fewer noise impacts during events (typically lasting 2-3 hours at a time), the exterior noises associated with vehicles and pedestrians entering and leaving the facility would remain the same. Accordingly, the operational noise levels associated with traffic under the Historic Retention Alternative would be reduced as compared to those of the Proposed Project.

Land Use and Planning

Under the Historic Retention Alternative, the existing Sports Arena would remain on the Project Site, which would be consistent with the underlying zoning code regulations. With respect to zoning and consistency with applicable land use plans, the Historic Retention Alternative would not require any variances or discretionary actions associated with the redevelopment of the Project Site. Impacts related to land use and planning would therefore be reduced under the No Project Alternative, as compared to the MLS Stadium Option, which may require a variance to exceed the 35-foot height limitation established by the current zoning. Land Use impacts would be the same as compared to the Multiple Use Space Option

as no new variances or discretionary actions would be required.

Public Utilities

Water

Under the Historic Retention Alternative, no changes to the existing land uses or operations at the Project Site would occur. Therefore, with respect to water demands, this Alternative would be comparable to the less-than-significant water demand impacts associated with the Proposed Project. Although no new impact would occur, this Alternative would not implement any of the water conservation efforts recommended for the Proposed Project.

Wastewater

Under the Historic Retention Alternative, no changes to the existing land uses or operations at the Project Site would occur and no new or expanded wastewater facilities would be needed. Therefore, with respect to wastewater, this Alternative would have the same impacts as compared to the less-than-significant wastewater impacts associated with the Proposed Project. No impact would occur and the mitigation measures recommended for the Proposed Project would not apply.

Energy

Electricity

Under the Historic Retention Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for electricity would occur. The cooling required for the ongoing use of the Sports Arena would generate increased demands for electricity as compared to the open-air venues proposed under the Project. Therefore, with respect to electricity, this Alternative would have increased impacts as compared to the less-than-significant impacts associated with the Proposed Project.

Natural Gas

Under the Historic Retention Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for natural gas would occur. However, similar to the electricity demands, the heating required for the ongoing use of the Sports Arena during the winter months would generate increased demands for natural gas as compared to the open-air venues proposed under the Project. Therefore, with respect to natural gas, this Alternative would have increased impacts as compared to the less-than-significant impacts associated with the Proposed Project.

Solid Waste

Under the Historic Retention Alternative, the existing Sports Arena would remain on the Project Site and no new or increased demand for solid waste services would occur. Therefore, with respect to solid waste, this Alternative would have the same solid waste impacts as compared to the less-than-significant impacts

associated with the Proposed Project.

Public Services

Fire Protection

Impacts under the Historic Retention Alternative would not represent a substantial change as compared to the Proposed Project with respect to operations. With regard to planning and fire code compliance, no administrative demands would be required because the Historic Retention Alternative would not result in the construction of any new facilities.

Police Services

The Proposed Project would not substantially change the level of attendance or number of events that occur at the Sports Arena on an annual basis. Thus, demands upon police services would be relatively the same under this Alternative. Neither the Proposed Project nor the Historic Retention Alternative would be expected to result in a substantial increase in the demand for police services from the LAPD such that a new police station or sub-station would need to be developed. In comparison to the Proposed Project, this Alternative would not generate any administrative demands for staff time with respect to facility planning and developing new security plans. Thus, impacts under this Alternative would be less than significant and the same as the Proposed Project.

Traffic and Transportation

Based on the Traffic Assessment provided by Fehr and Peers, the options proposed under the Proposed Project are not expected to generate significant new traffic impacts. Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The vehicle trips associated with these attendance levels would continue to occur with no notable changes under the No Project Alternative. However, it should be noted that the anticipated opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction) would likely decrease vehicle trips associated with events at the Sports Arena, because of the convenience it would provide many event spectators. Traffic impacts under this Alternative would be less than significant and the same as the Proposed Project.

Parking Impacts

The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, USC, or the surrounding area. No parking impacts are anticipated to occur under the Proposed Project. In comparison to the Multiple Use Space (Option 1), the continued use of the existing Sports Arena will preclude the option to provide additional surface parking for Coliseum events. In comparison to proposed Option 2, the new MLS Stadium is not anticipated to generate more parking demands than are currently generated under the existing conditions. Thus there would be no notable change in parking demands under the Historic Retention Alternative.

Conclusion

The Historic Retention Alternative would reduce the Proposed Project's significant and unavoidable impacts for construction air quality, construction noise, and historic resources. However, the Historic Retention Alternative would not fulfill any of the Proposed Project's goals and objectives.

As stated in Section II, Project Description, the Sports Arena and Coliseum complex is supported solely by revenue generated from its operations and no taxpayer funds are used to support the existing facilities. Because the Sports Arena is in need of major repairs and renovation in order to extend its structural lifespan and generate the necessary revenues to become an economically self-sufficient sports and entertainment venue, the Historic Retention Alternative would jeopardize the ability for the Sports Arena to continue its current operations into the foreseeable future. The Los Angeles Memorial Sports Arena has had an operating loss of between $750,000 and $900,000 each of the last five fiscal years. These losses have been absorbed due to the profitability of the Los Angeles Memorial Coliseum. It is anticipated that the Sports Arena will continue to lose a significant amount of money for the foreseeable future. Due to the age of the facility, the Coliseum Commission estimates that the Sports Arena will require significant capital expenditures in the next five years just to keep it operating. Improvements necessary to keep the Sports Arena operational would include new seats, a new HVAC system, new ice floor and plumbing, bathroom remodeling, and concession stand remodeling. It is estimated that these capital improvements would cost approximately an additional $8,200,000, which exceeds the Commission's current cash position.[1] A detailed account of the expenditures are provided in discussion of the baseline conditions in Section II, Project Description of this EIR. Furthermore, the above improvements would not make the Sports Arena any more competitive with other Class A facilities in and around Los Angeles, and would not generate the revenue necessary to support the operational costs and expenditures.

In conclusion, the Historic Retention Alternative would preclude the ability of the Sports Arena to operate as an economically viable and self-sufficient facility capable of hosting a wide variety of athletic, cultural, political, and community events. It is anticipated that the costs associated with the ongoing maintenance and repair of the aging facility, and the requirements to maintain the structure's eligibility for listing as a historic resource on the California or National Register would exceed the operating revenue of the limited ongoing use of the facility.

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[1] *E-mail Correspondence from Ron Lederkramer, Chief Financial Officer of the Los Angeles Memorial Coliseum Commission, November 3, 2010.*

VI. ALTERNATIVES TO THE PROPOSED PROJECT
C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. As discussed in this chapter, the environmentally superior alternative would be the No Project Alternative. The No Project Alternative would eliminate all of the Project's potentially adverse effects upon the environment as it would maintain the status-quo.

However, as required by CEQA, when the No Project Alternative is shown to be environmentally superior over the Proposed Project, an Environmentally Superior Project Alternative shall be identified. Based on a review of the two alternatives identified in this EIR, both the No Project Alternative and the Historic Retention Alternative would generate identical impacts with respect to operational impacts. The No Project Alternative would not generate any construction impacts while the Historic Retention Alternative would result in some short-term construction related impacts associated with interior and exterior improvements and maintenance. Both Alternatives would successfully eliminate all of the significant unavoidable impacts that were identified for the Proposed Project. However, CEQA mandates that another Alternative be selected in the case where the No Project Alternative generates the least amount of environmental impact. For this reason, the Historic Retention Alternative is identified as the environmentally superior alternative.

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C. ABREVIATIONS AND ACRONYMS

AA	Alternatives Analysis
AB	Assembly Bill
ACM	Asbestos-containing materials
ADA	Americans with Disabilities Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
Bcf	billion cubic feet
bgs	below ground surface
BID	Business Improvement District
BMPs	Best Management Practices
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAT	Climate Action Team
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game

CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
Cf	Cubic feet
CFL	compact fluorescent light
CFR	Code of Federal Regulations
CH4	Methane
CHRIS	California Historical Resources Inventory System
CLADHS	County of Los Angeles Department of Health Services
CLAFD	County of Los Angles Fire Department
City Code	City of Los Angeles Planning and Zoning Code
CIWMB	California Integrated Waste Management Board
CMA	Critical Movement Analysis
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO2	carbon dioxide
CPA	Community Plan Area
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CSSA	Collection System Settlement Agreement
CTC	California Transportation Commission
CUP	Conditional Use Permit
CWA	Clean Water Act

DAARP	Deputy Advisory Agency Residential Policy
DASH	City of Los Angeles DASH bus routes
dB	decibel
dBA	A-weighted decibel scale
D/C	demand to capacity ratio
DHS	California Department of Health and Services
DOE	Determination of Eligibility
DTSC	Department of Toxic Substances Control
du	dwelling unit
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FHWA	Federal Highway Administration
FPPP	Fire Protection and Fire Prevention Plan
FRA	Federal Railway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
HAZNET	Hazardous Waste Information System Database
HOV	high occupancy vehicle
HAS	Hyperion Service Area

HTP	Hyperion Treatment Plant
HUD	U.S. Department of Housing and Urban Development
HVAC	Heating, Ventilation and Air Conditioning
HWCL	Hazardous Waste Control Law
I-10	Santa Monica Freeway
I-405	San Diego Freeway
IBC	International Building Code
IRP	Integrated Resources Plan
ITE	Institute of Transportation Engineers
Kg	kilogram
km	kilometers
kW	kilowatt
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LACMTA	Los Angeles County Metropolitan Transportation Authority (see Metro)
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAFP	Los Angeles Filtration Plant
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library

LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
Ldn	day-night average noise level
LEED	Leadership in Energy and Environmental Design
Leq	equivalent energy noise level/ambient noise level
LOS	Level of Service
LRT	Light Rail Transit
LST	localized significance thresholds
Metro	Los Angeles County Metropolitan Transit Authority
mg	milligram
mgd	million gallons per day
mi	miles
MLD	Most Likely Descendant
MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer systems
Mw	megawatt
MWD	Metropolitan Water District
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO	nitric oxide

NO2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. Department of Agriculture Natural Resources Conservation Service
NRHP	National Register of Historic Places
O3	Ozone
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PD	Pedestrian-Oriented District
PM	particulate matter
PM10	respirable particulate matter
PM2.5	fine particulate matter
POA	Pedestrian Oriented Area
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
psi	pounds per square inch
PUC	Public Utilities Commission
RCB	Reinforced concrete box
RCP	Reinforced concrete pipe

RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
RHNA	Regional Housing Needs Allocation
RMPP	Risk Management Prevention Plans
RMS	root mean square
ROG	Reactive Organic Gases
RPA	Register of Professional Archaeologists
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCS	Sustainable Communities Strategy
sf	square feet
SoCal Gas	Southern California Gas Company
SO2	sulfur dioxide
SOx	sulfur oxides
SOV	single occupancy vehicles
SQMP	Stormwater Quality Management Program
SRRE	Source Reduction and Recycling Element

SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TDM	Transit Oriented District
TPH	total petroleum hydrocarbons
TRPH	total recoverable petroleum hydrocarbons
TSM	Transportation System Management
UDAG	Urban Development Assistance Grant
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Waste Discharge Requirements
WFP	Wastewater Facilities Plan
WMA	Watershed Management Area
WMC	Watershed Management Committee
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter

ZIMAS Zoning Information and Map Access System

TECHNICAL APPENDICES TO THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT DRAFT EIR

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APPENDIX C: Greenhouse Gas Emissions Inventory Worksheets

APPENDIX D: Historic Resource Assessment

APPENDIX E: Noise Worksheets

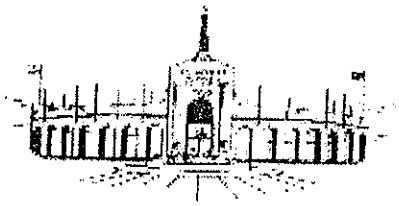
APPENDIX F: Traffic Memorandum

APPENDIX A:
Notice of Preparation, NOP Comment Letters

OFFICERS
BARRY SANDERS
PRESIDENT

DAVID ISRAEL
VICE PRESIDENT

PATRICK T. LYNCH
GENERAL MANAGER
CHIEF ADMINISTRATIVE OFFICER



SITE OF 1932 AND 1984
OLYMPICS ATHLETICS COMPETITION
OPENING & CLOSING CEREMONIES

SITE OF 1984 OLYMPICS
BOXING COMPETITION

STATE OF CALIFORNIA
RICK FARUNO
DAVID ISRAEL
FABIAN R. WESSON

ANTHONY WILLIAMS
ALTERNATE

COUNTY OF LOS ANGELES
DON KNABE
MARK RIDLEY-THOMAS
ZEV YAROSLAVSKY

MICHAEL D. ANTONOVICH
ALTERNATE

CITY OF LOS ANGELES
BERNARD C. PARKS
BARRY A. SANDERS
W. JEROME STANLEY

TOM LABONGE
JOHNATHAN WILLIAMS
ALTERNATES

LOS ANGELES MEMORIAL COLISEUM COMMISSION
COLISEUM, 3911 S. FIGUEROA ST. • (213) 747-7111 • SPORTS ARENA, 3939 S. FIGUEROA ST. • (213) 747-7111
FAX: (213) 748-5028 • LOS ANGELES, CALIFORNIA 90037 • FAX: (213) 746-9346

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT ON THE REDEVELOPMENT OF THE LOS ANGELES MEMORIAL SPORTS ARENA

ORIGINAL FILED
APR 19 2010
LOS ANGELES, COUNTY CLERK

TO: All Concerned Persons

FROM: The Los Angeles Memorial Coliseum Commission

PROJECT LOCATION: Los Angeles Memorial Sports Arena,
3939 S. Figueroa Street, Los Angeles, California

DATE: April 19, 2010

Project Location

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 17-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King Jr. Boulevard on the south, and Vermont Avenue on the west. The Sports Arena is generally situated in the southeastern portion of Exposition Park. The general location of the project area is illustrated in Figure 1, Project Location Map, attached. As shown, the Project Site is generally bounded by South Coliseum Drive on the west and north, Figueroa Street on the east, and Parking Lot 6 on the south.

Project Background

The Sports Arena is owned by the Los Angeles Memorial Coliseum Commission, which leases the parcels occupied by the Sports Arena and the Coliseum from the State. In the history of its operations, the 16,740 seat indoor arena has hosted a variety of sporting events, including boxing, basketball (professional and college), and hockey. It has also hosted a number of civic events

including the 1960 Democratic National Convention as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, Latin dances, etc. Over the past several decades the Sports Arena has become increasingly underutilized. The Sports Arena needs major capital improvements and repairs to continue to function. As a result, the Coliseum Commission is seeking to redevelop the Sports Arena Site with a financially viable public recreational facility for the enjoyment and benefit of the citizens and general public that demonstrates and exploits climatic, geographic, recreational, cultural and commercial resources and advantages.

Project Description

The Proposed Project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new 20,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Option 1: Multiple Use Space

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. The multiple use space would be improved to be greenscape while also providing additional surface parking for Coliseum events. It would have the necessary infrastructure to facilitate a number of simultaneous public uses with different levels of attendance with electrical, plumbing and food service capabilities. It would serve as a public venue for civic gatherings, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, open air meetings, festivals, and neighborhood carnivals. It would greatly increase the utility of the current outdoor paved space at the Sports Arena now used for similar events and serve as the destination for processions down the Figueroa Corridor. Combined with the Coliseum, the campus supervised by the Coliseum Commission would provide the public with event facilities appropriate for crowds from 500 to 93,000 people and all sizes in-between.

Option 2: Multiple Use Small Capacity Event and Soccer Stadium

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Multiple Use Small Capacity Event and Soccer Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with the site's history. The outdoor event/soccer stadium (including associated support facilities) would be oriented on an

east-west axis and would have a permanent seating capacity of approximately 20,000. The state-of-the art venue would host soccer games, and open-air entertainment events such as concerts and civic gatherings that are well suited for the reduced capacity facility. This smaller facility is a good compliment to the 93,000 seat Coliseum that is often too large to serve many of the above activities that are an important and growing need in this community. The stadium would also serve as a practice facility and staging area on non-event days.

Under both options, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operations.

Probable Environmental Effects

The Los Angeles Memorial Coliseum Commission, as Lead Agency for the project, has determined that an Environmental Impact Report (EIR) will be prepared to analyze the environmental effects of the proposed project. The following areas of potential environmental impact will be considered within the scope of the Draft EIR:

- Aesthetics (Visual Impacts, Light and Glare)
- Air Quality
- Global Climate Change
- Cultural and Historical Resources
- Land Use
- Noise
- Hydrology
- Public Services (Police and Fire)
- Public Utilities (Energy Conservation, Water Conservation, Wastewater, Solid Waste)
- Traffic/Access and Parking

In addition, the EIR will analyze potential impacts from cumulative growth and construction projects in the project vicinity, and will discuss alternatives to the proposed project.

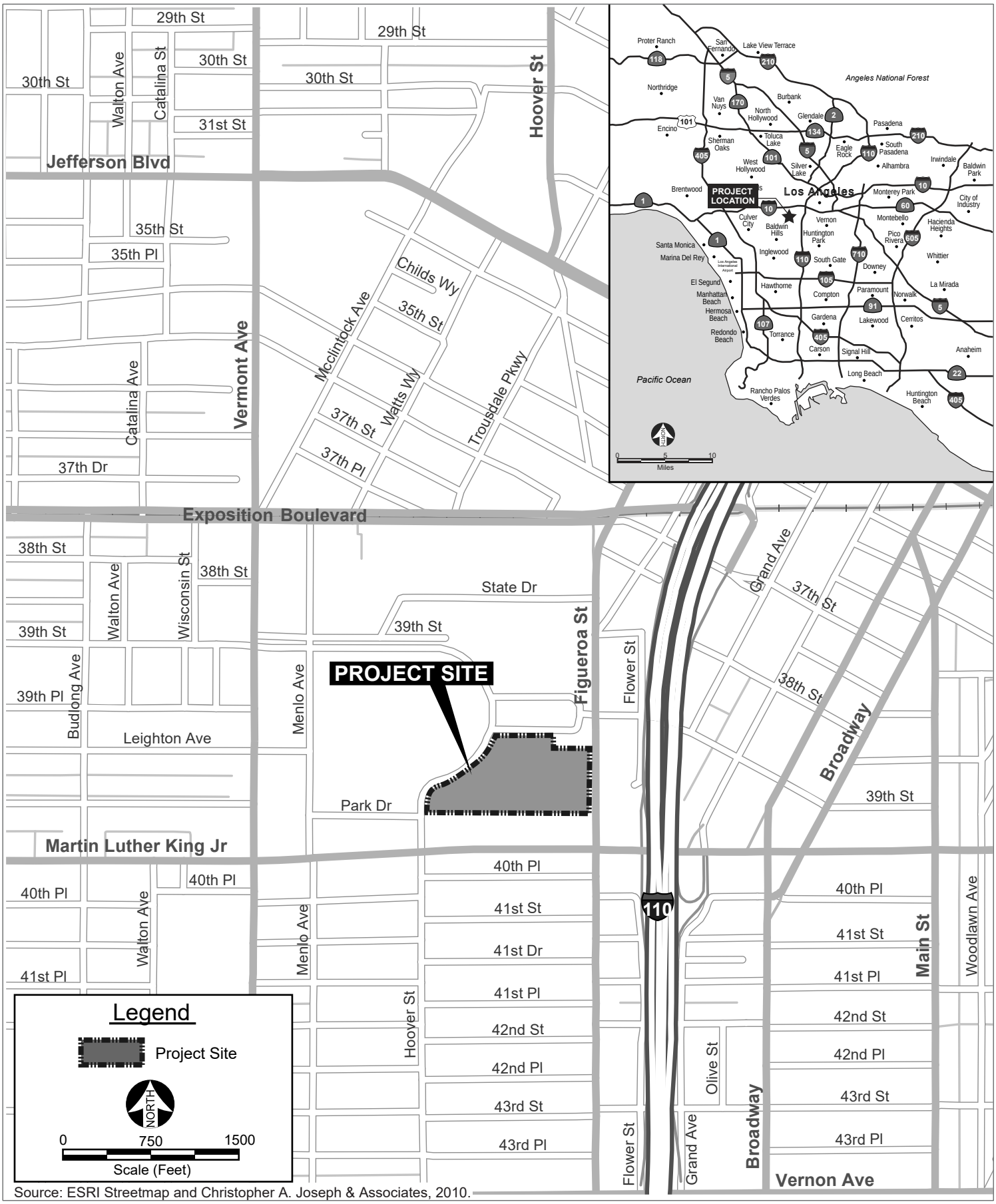
Public and Agency Comment

The Los Angeles Memorial Coliseum Commission is encouraging public and agency comment on this project. The Commission will need to be aware of the scope and content of the environmental information related to the statutory responsibilities of other public agencies in connection with the proposed project. Additionally, the Commission welcomes all comments on the possible environmental impacts of the proposed project so that the concerns of all interested individuals and/or organizations may be taken into consideration during the preparation of the

EIR. All comments should be in writing and must be received at the Commission offices no later than 4:00 P.M. on May 19, 2010.

Please direct your responses to:

Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037



Source: ESRI Streetmap and Christopher A. Joseph & Associates, 2010.

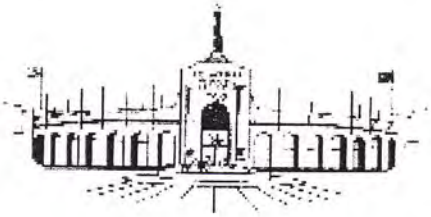
CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 1
Regional and Vicinity Map

OFFICERS
BARRY SANDERS
PRESIDENT

DAVID ISRAEL
VICE PRESIDENT

PATRICK T. LYNCH
GENERAL MANAGER
CHIEF ADMINISTRATIVE OFFICER



SITE OF 1932 AND 1984 OLYMPICS ATHLETICS COMPETITION OPENING & CLOSING CEREMONIES

SITE OF 1984 OLYMPICS BOXING COMPETITION

STATE OF CALIFORNIA
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ALTERNATES

LOS ANGELES MEMORIAL COLISEUM COMMISSION
COLISEUM, 3911 S. FIGUEROA ST. • (213) 747-7111 • SPORTS ARENA, 3939 S. FIGUEROA ST. • (213) 747-7111
FAX: (213) 748-5828 • LOS ANGELES, CALIFORNIA 90037 • FAX: (213) 746-9346

REVISED AND RECIRCULATED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING FOR THE REDEVELOPMENT OF THE LOS ANGELES MEMORIAL SPORTS ARENA

TO: All Concerned Persons

FROM: The Los Angeles Memorial Coliseum Commission

PROJECT LOCATION: Los Angeles Memorial Sports Arena, 3939 S. Figueroa Street, Los Angeles, California

DATE: May 27, 2010

SCH #: 2010041059

Project Location

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 17-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King Jr. Boulevard on the south, and Vermont Avenue on the west. The Sports Arena is generally situated in the southeastern portion of Exposition Park. The general location of the project area is illustrated in Figure 1, Project Location Map, attached. As shown, the Project Site is generally bounded by South Coliseum Drive on the west and north, Figueroa Street on the east, and Parking Lot 6 on the south.

Project Background

The Sports Arena is owned by the Los Angeles Memorial Coliseum Commission, which leases the parcels occupied by the Sports Arena and the Coliseum from the State. In the history of its operations, the 16,740 seat indoor arena has hosted a variety of sporting events, including boxing, basketball (professional and college), and hockey. It has also hosted a number of major civic events including the 1960 Democratic National Convention and the 1961 Freedom Rally as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, Latin dances, etc. Over the past several decades the Sports Arena site has become increasingly underutilized. As a result, the Coliseum Commission is seeking to redevelop the Sports Arena Site with a financially viable public recreational facility for the enjoyment and benefit of the citizens and general public that demonstrates and exploits climatic, geographic, recreational, cultural and commercial resources and advantages.

Project Description

The Proposed Project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new professional 20,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Option 1: Multiple Use Space

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. The multiple use space would be improved to provide additional surface parking for Coliseum events and would also serve as a public venue for civic announcements, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, public gatherings, festivals, and neighborhood carnivals similar to the current outdoor event usage at the Sports Arena.

Option 2: Major League Soccer Stadium

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Multiple Use Small Capacity Event and Soccer Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with the site's history. The outdoor event/soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 20,000. The state-of-the art venue would host soccer games, open-air entertainment events such as concerts and civic gatherings that are well suited for the reduced capacity facility. This smaller facility is a good compliment to the 93,000-seat

Coliseum that is often too large to serve many of the above activities that are an important and growing need in this community. The stadium would also serve as a practice facility and staging area on non-event days.

Probable Environmental Effects

The Los Angeles Memorial Coliseum Commission, as Lead Agency for the project, has determined that an Environmental Impact Report (EIR) will be prepared to analyze the environmental effects of the proposed project. The following areas of potential environmental impact will be considered within the scope of the Draft EIR:

- Aesthetics (Visual Impacts, Light and Glare)
- Air Quality
- Greenhouse Gas Emissions
- Cultural and Historical Resources
- Land Use
- Noise
- Hydrology
- Public Services (Police and Fire)
- Public Utilities (Energy Conservation, Water Conservation, Wastewater, Solid Waste)
- Traffic/Access and Parking

In addition, the EIR will analyze potential impacts from cumulative growth and construction projects in the project vicinity, and will discuss alternatives to the proposed project.

Scoping Meeting

The Los Angeles Memorial Coliseum Commission, as lead agency, will be hosting a public scoping meeting for comments from responsible governmental agencies and interested persons with respect to determining the scope and content of the EIR. The scoping meeting will be open to the public at the following time and location:

Place: Los Angeles Memorial Coliseum Board Room
(3939 S. Figueroa Street, south end of the Coliseum Peristyle)
Date: Wednesday June 16, 2010
Time: 9:30 a.m.

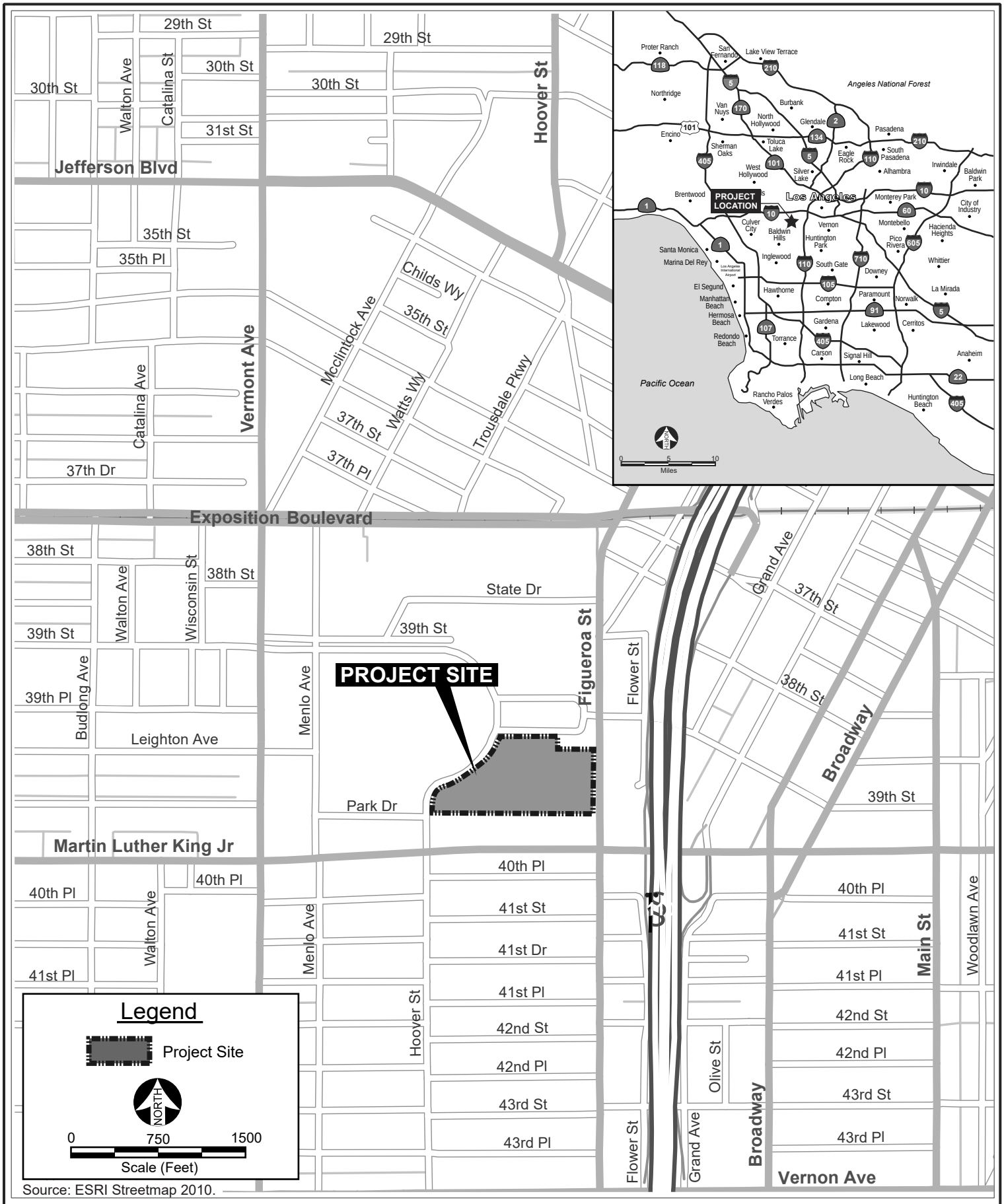
Public and Agency Comment

The Los Angeles Memorial Coliseum Commission is encouraging public and agency comment on this project. The Commission will need to be aware of the scope and content of the environmental information related to the statutory responsibilities of other public agencies in connection with the proposed project. Additionally, the Commission welcomes all comments on the possible environmental impacts of the proposed project so that the concerns of all interested individuals and/or organizations may be taken into consideration during the preparation of the EIR. All comments should be in writing and must be received at the Commission offices no later than 4:00 P.M. on June 30, 2010.

Please direct your responses to:

Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

Agencies, organizations and individuals who have already submitted comments on the April 19, 2010 NOP do not need to submit new comment letters unless they want to add new information. Comment letters that were received on the previously circulated NOP dated April 19, 2010 will remain on file and will be a part of the administrative record.



Source: ESRI Streetmap 2010.

CAJA Environmental Services, LLC

Figure II-1
Regional and Vicinity Map

LOS ANGELES MEMORIAL COLISEUM COMMISSION
SIGN IN SHEET

Scoping Meeting Pursuant to the California Environmental Quality Act
for the Redevelopment of the
Los Angeles Memorial Sports Arena
June 16, 2010

Name	Department/Affiliation	Address	Email (optional)
Dennis Rodriguez	Councilmember Bernard Parks	200 N. Spring St #460 LA CA 90012	Dennis.Rodriguez@LACity.Org
Flora Chou	LA Conservancy	523 W. Sixth St. Suite 826 LA CA 90014	fchou@laconservancy.org
David Roberts	USC	840 Childs Way, St. 400 LA CA 90089	davidrob@usc.edu
Jeffrey J. Rich	MMLED	4100 MacArthur NB CA 92660	JJRich@Cox.net

LOS ANGELES MEMORIAL COLISEUM COMMISSION
SIGN IN SHEET
Scoping Meeting Pursuant to the California Environmental Quality Act
for the Redevelopment of the
Los Angeles Memorial Sports Arena
June 16, 2010

Name	Department/Affiliation	Address	Email (optional)
Brian League	USC	3500 Figueroa St #1202	league@usc.edu
Kristina Raspe	USC	3500 S. Figueroa #202	Kraspe@re.usc.edu
Jimmy Hill	LAFD	200 N Main St LA	Jimmy.Hill@lacity.org

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

April 19, 2010

To: Reviewing Agencies

Re: Los Angeles Memorial Sports Arena
SCH# 2010041059

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles Memorial Sports Arena draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Shane Parker
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Pr. Scott Morgan
Acting Director, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
APR 26 2010
LA COLISEUM & SPORTS ARENA
ACCOUNTING DEPARTMENT

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010041059
Project Title Los Angeles Memorial Sports Arena
Lead Agency Los Angeles Memorial Coliseum Commission

Type NOP Notice of Preparation

Description The Proposed Project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new professional 20,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Lead Agency Contact

Name Shane Parker
Agency Los Angeles Memorial Coliseum Commission
Phone 661-367-9755 **Fax**
email
Address 3911 South Figueroa Street
City Los Angeles **State** CA **Zip** 90037

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets South Figueroa Street and Martin Luther King Jr. Blvd
Lat / Long 34° 0' 42.5" N / 118° 17' 4.3" W
Parcel No. 5037-027-910 and 5037-027-937
Township 2S **Range** 13W **Section** 7 **Base**

Proximity to:

Highways 10 and 110
Airports None
Railways None
Waterways None
Schools LAUSD
Land Use Project site is zoned Open Space (OS-1XL) and has General Plan Land Use Designation of Open Space

---

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Noise; Public Services; Recreation/Parks; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 04/19/2010 **Start of Review** 04/19/2010 **End of Review** 05/18/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: LOS ANGELES

SCH#

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Mike Sotelo
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [x] Dept. of Conservation
  Rebecca Salazar
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Allen Robertson
- [ ] Central Valley Flood Protection Board
  James Herota
- [x] Office of Historic Preservation
  Wayne Donaldson
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [x] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [x] Fish & Game Region 5
  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Linda Flack
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [ ] Governor's Office of Planning & Research
  State Clearinghouse
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Sandy Hesnard
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Scott Loetscher
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Bruce de Terra
- [ ] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [x] Caltrans, District 7
  Elmer Alvarez
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lemer
  - [ ] Transportation Projects
    Douglas Ito
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [x] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
  - [ ] RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
  - [ ] RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/10

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

RECEIVED MAY - 5 2010

April 29, 2010

Mr. Patrick Lynch
General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

Dear Mr. Lynch:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Los Angeles Memorial Sports Arena Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian V. MacMillan

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC100420-03
Control Number

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

June 11, 2010

Mr. Patrick Lynch
General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

Dear Mr. Lynch:

Revised Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Los Angeles Memorial Sports Arena Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

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The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian V. MacMillan

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC100601-04
Control Number

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 20, 2010

To: Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

From: John Dallas, Inspector II,
Hydrants & Access Unit, Los Angeles Fire Department
221 N. Figueroa St. Los Angeles, CA 90012

Subject: REQUEST FOR COMMENTS ON PREPARATION OF A DRAFT ENVIRONMENTAL INPACT REPORT ON THE REDEVELOPMENT OF THE LOS ANGELES MEMORIAL SPORTS ARENA.

PROJECT LOCATION
Los Angeles Memorial Sports Arena, 3939 S. Figueroa St, Los Angeles, CA

PROJECT DESCRIPTION
The proposed project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new 20,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Option 1: Multiple Use Space

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. The multiple use space would be improved to be greens cape while also providing additional surface parking for Coliseum events. It would have the necessary infrastructure to facilitate a number of simultaneous public uses with different levels of attendance with electrical, plumbing and food service capabilities. It would serve as a public venue for civic gatherings, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, open air meetings, festivals, and neighborhood carnivals. It would greatly increase the utility of the current outdoor paved space at the Sports Arena now used for similar events and serve as the destination for processions down the Figueroa Corridor. Combined with the Coliseum, the campus supervised by the Coliseum Commission would provide the public with event facilities appropriate for crowds from 500 to 93,000 people and all sizes in-between.

Option 2: Multiple Use Small Capacity Event and Soccer Stadium

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Multiple Use Small Capacity Event and Soccer Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with the site's history. The outdoor event/soccer stadium (including support facilities) would be oriented on an east-west axis and would have a permanent seating capacity of approximately 20,000. The state-of-the-art venue would host soccer games, and open-air entertainment events such as, concerts and civic gatherings that are well suited for the reduced capacity facility. This smaller facility is a good compliment to the 93,000 seat Coliseum that is often too large to serve many of the above activities that are an important and growing need in the community. The stadium would also serve as a practice facility and staging area on non-event days.

Under both options, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operations.

A. Fire Flow

In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

The required fire-flow for this project has been set at 6,000 G.P.M. from 4 fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 6,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power at (213) 367-1120.

B. Fire Hydrant Spacing

Every first-story dwelling unit, first-story guest room, and all first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant. (Section 57.09.06, Subsection B-1.)

The maximum distance between fire-flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.

C. Response Distance

Based on required fire-flow of 6,000 G.P.M., the first-due Engine company should be within 1 mile, and the first—due Truck Company within 1.5 mile. (The Fire Protection and Prevention Plan – an element of the General Plan.)

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 46
Engine and 2 Rescue Ambulances
4370 S. Hoover St.
Miles-0.8
Staff- 9

Fire Station No. 15
Engine, Assessment Light Force, Paramedic Ambulance
915 W. Jefferson Bl.
Miles-0.9
Staff-12

Fire Station No. 14
Task Force Station, Engine and Truck Companies, Paramedic Ambulances
3401 S. Central Ave
Miles- 1.6
Staff- 14

The above distances were computed to 3939 Figueroa St.

Based on t response distance from existing fire stations, fire protection is considered adequate.

In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built – 57.09.07 Los Angeles Municipal Code.

D. FIREFIGHTING PERSONNEL ACCESS

Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access in accordance with provisions of this section. (Section 57.09.03, Subsection A.)

If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.09.03, Subsection B.)

EXCEPTION:

An entrance to any dwelling unit or guest room shall not be more than 150 feet in distance of horizontal travel from the edge of roadway of an improved street or approved fire lane.

The project as proposed does provide firefighting access as required by the above Code section. Additional roadways or a reconfiguration of the project to provide adequate firefighting access to all dwelling unit may be required.

E. FIREFIGHTING APPARATUS ACCESS

At least two different ingress/egress roads for each area, which will accommodate major fire apparatus and provide for major evacuation during emergency situations (The Fire Protection and Prevention Plan – an element of the General Plan.)

When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished. (Section 57.09.03, Subsection C.)

All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot

This project as proposed, has primary access from Martin Luther King Bl. to the south and Figueroa St, to the east. There is a fire hydrant directly north of the Sports Arena on the west side of Figueroa St. This hydrant is on a 16" water main. In addition, there is one hydrant on the southwest corner of Martin Luther King Bl., and one hydrant on the southeast corner of Martin Luther King Bl. and Figueroa St; These hydrants are situated on 8" mains and 12" mains respectively.

CONCLUSION

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708.

The proposed project would have a cumulative impact on fire protection services. Project implementation will increase the need for fire protection and emergency medical services in this area.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project, will reduce the impacts to an acceptable level.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.

2. Additional fire protection facilities.

3. Relocation of present fire protection facilities.

For additional information, please contact Inspector John Dallas of the Construction Services Unit at (213) 482-6509

MILLAGE PEAKS
Fire Chief

Mark Stormes, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

MS:JD:tpd

LOS ANGELES
CONSERVANCY

May 19, 2010

Submitted electronically
Mr. Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037
Email: plynch@lacoliseum.com

Re: Notice of Preparation of a Draft Environmental Impact Report for Redevelopment of the Los Angeles Memorial Sports Arena

Dear Mr. Lynch:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation for the redevelopment of the Los Angeles Memorial Sports Arena in Exposition Park. The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education. We submit the following comments to request that the Draft EIR evaluate the Sports Arena for potential eligibility as a historical resource as defined under CEQA. If found to be significant, we ask that at least one bona fide preservation alternative be evaluated in the Draft EIR.

I. History of the Los Angeles Memorial Sports Arena

Dedicated on July 4, 1959 by then-Vice President Richard Nixon as a memorial to fallen soldiers, the Sports Arena was designed by Welton Becket & Associates with Bradow & Johnson as structural engineers. A thoroughly modern sporting venue for its time, the elliptical bowl-shaped arena was fully air conditioned and placed partially underground to allow for a sunken landscaped court in front. In order to give every seat a good view, the designers eliminated interior columns by using steel trusses extending up to 315 feet, the longest steel trusses ever used in an American building at the time. Welton Becket and his firms have been instrumental in shaping 20th century Los Angeles and are responsible for such iconic local buildings as the Pan Pacific Theater (Wurdeman and Becket, 1935, destroyed 1989), Capital Records (1956), the Santa Monica Civic Auditorium (1959), the Cinerama Dome (1963), and the Los Angeles Music Center (1964-1969). In the 1960s, Welton Becket & Associates grew into the largest architecture office in the country and would go on to design another major sports venue, Pauley Pavilion (1965) at UCLA.

Planned and constructed in the second half of the 1950s, the Sports Arena embodied the ambitions of a burgeoning city looking toward the future. Los Angeles' post-World War II population boom was being matched by equally ambitious civic initiatives to develop the

regional freeway system, a performing arts complex (eventually to become the Music Center), and a new indoor sports arena to host national events. Not only did the Sports Arena live up to expectations, hosting the 1960 Democratic National Convention where John F. Kennedy received the party's presidential nomination, it also enabled Los Angeles to lure the Minnesota Lakers at about the same time as the Brooklyn Dodgers moved west. The arrival of these two professional teams further enhanced the city's image and reflected the growing popularity of recreational sports in the postwar years.

In its 51-year history, the Sports Arena has been home to both the Lakers and Clippers as well as to UCLA and USC basketball. It has been the site of many other sporting events, including as the venue for Olympic boxing in 1984, as well as numerous concerts, exhibitions, and cultural activities. The building underwent major seismic and cosmetic renovations seven years ago. Today, the Sports Arena seats 16,740 and continues to host occasional sporting, entertainment, and cultural events.

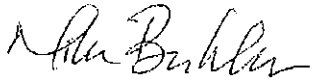
II. Potential Impacts to Historical and Cultural Resources

As the Sports Arena is over 45-years-old and designed by a notable architecture firm, the EIR should include an analysis of its potential eligibility as a historical and cultural resource. This analysis could evaluate the Sports Arena in the context of Welton Becket & Associates and the firm's vast body of work, its engineering or landscape design, the development of large civic projects in Los Angeles, and/or in comparison to other mid-twentieth century sporting venues across the country. The arena's potential cultural significance as the location of prominent sporting and cultural events should also be investigated.

A key policy under the California Environmental Quality Act (CEQA) is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."[1] The EIR is considered "the heart" of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce those impacts.[2] Accordingly, if the Sports Arena is determined to be a historical resource as defined under CEQA, the EIR should include at least one preservation alternative that attempts to meet project goals and reduces significant adverse impacts to the Sports Arena.

Thank you for the opportunity to comment on the Notice of Preparation for the proposed redevelopment of the Los Angeles Memorial Sports Arena. Please feel free to contact me at (213) 430-4203 or mbuhler@laconservancy.org should you have any questions.

Sincerely,



Mike Buhler
Director of Advocacy

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[1] Public Resource Code, Sec. 21001 (b),(c).

[2] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

June 29, 2010

Shane Parker
Coliseum and Sports Arena Business Office
South Sports Arena Entrance
3939 South Figueroa Street
Los Angeles, CA 90037

Dear Mr. Parker:

Re: SCH# 2010041059; Los Angeles Memorial Sports Arena

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Notice of Preparation* from the State Clearinghouse for the demolition and removal of the existing Sports Arena and the redevelopment of the site as a civic multiple use space or a new professional 20,000 seat outdoor soccer stadium. RCES recommends that any traffic studies undertaken by the Los Angeles Memorial Coliseum Commission should also consider traffic impacts at nearby Los Angeles County Metropolitan Transportation Authority's (LACMTA) future Exposition line crossings.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the light-rail and railroad right-of-way.

The Los Angeles Memorial Coliseum Commission should schedule a meeting with RCES, and LACMTA to discuss mitigation measures and safety improvements to the affected crossings.

If you have any questions, please contact Jose Pereyra, Utilities Engineer at 213-576-7083, jfp@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment

Transportation
Greg Pettis, Cathedral City

May 19, 2010

Mr. Patrick Lynch
General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037
plynch@lacoliseum.com

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Redevelopment of the Los Angeles Memorial Sports Arena [I20100130]

Dear Mr. Lynch,

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report for the Redevelopment of the Los Angeles Memorial Sports Arena [I20100130]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed Project would consist of the demolition and removal of the existing arena and the redevelopment of the Project site with either a civic multiple use space or a new 20,000 seat outdoor soccer stadium.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **When available, please send environmental documentation ONLY to SCAG's main office in Los Angeles and provide a minimum of 45 days for SCAG to review.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1895 or leeb@scag.ca.gov. Thank you.

Sincerely,

Jacob Lieb, Manager
Environmental and Assessment Services

DOCS# 157063

The Regional Council is comprised of 82 elected officials representing 189 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE REDEVELOPMENT OF THE LOS ANGELES MEMORIAL SPORTS ARENA [I20100130]

PROJECT LOCATION

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 17-acre parcel of land within the boundaries of the Exposition Park Mater Plan Area in the City of Los Angeles, California. Exposition Park is located approximately two miles southwest of the Downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King Jr. Boulevard on the south, and Vermont Avenue on the west. The Sports Arena is generally situated in the southeastern portion of Exposition Park. The Project Site is generally bounded by South Coliseum Drive on the west and north, Figueroa Street on the east, and Parking Lot 6 on the south.

PROJECT DESCRIPTION

The Proposed Project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new 20,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. The multiple use space would be improved to be greenscape while also providing additional surface parking for Coliseum events. It would have the necessary infrastructure to facilitate a number of simultaneous public uses with different levels of attendance with electrical, plumbing and food service capabilities. It would serve as a public venue for civic gatherings, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, open air meetings, festivals, and neighborhood carnivals. It would greatly increase the utility of the current outdoor paved space at the Sports Arena now used for similar events and serve as the destination for processions down the Figueroa Corridor. Combined with the Coliseum, the campus supervised by the Coliseum Commission would provide the public with event facilities appropriate for crowds from 500 to 93,000 people and all sizes in-between.

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Multiple Use Small Capacity Event and Soccer Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with the site's history. The outdoor event/soccer stadium (including associated support facilities) would be oriented on an east-west axis and would have a permanent seating capacity of approximately 20,000. The state-of-the-art venue would host soccer games, and open-air entertainment events such as concerts and civic gatherings that are well suited for the reduced capacity facility. This smaller facility is a good complement to the 93,000 seat Coliseum that is often too large to serve many of the above activities that are an important and growing need in this community. The stadium would also serve as a practice facility and staging area on non-event days.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted City of Los Angeles Subregion Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	4,140,516	4,214,082	4,292,139	4,367,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,506,564	1,554,478	1,600,754	1,638,823
Employment	1,860,672	1,905,337	1,933,860	1,967,393	2,003,196	2,037,472

Adopted City of Los Angeles Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,366,985	1,424,701	1,485,519	1,532,998	1,578,850	1,616,578
Employment	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	1,994,134

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

CONCLUSION

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: http://www.scag.ca.gov/igr/

- Click on ***"Demonstrating Your Project's Consistency With SCAG Policies"***
- Scroll down to ***"Table of SCAG Policies for IGR"***

SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles		
Regional Transportation Plan Goals		
Goal/ Principle Number	**Policy Text**	**Statement of Consistency, Non-Consistency, or Not Applicable**
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
RTP G3	Preserve and ensure a sustainable regional transportation system.	***Consistent:*** *Statement as to why* ***Not-Consistent:*** *Statement as to why* *or* ***Not Applicable:*** *Statement as to why*
Etc.	Etc.	Etc.

APPENDIX B:
Air Quality Worksheets

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\PARKER Env\2010 Projects\Sports Arena\AQ\URBEMIS\Sports Arena_Construction.urb924

Project Name: Sports Arena Project

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2011 TOTALS (lbs/day unmitigated)	12.01	133.00	58.15	0.15	29.80	5.85	32.80	6.22	5.38	10.78
2011 TOTALS (lbs/day mitigated)	12.01	133.00	58.15	0.15	29.80	5.85	32.80	6.22	5.38	8.97
2012 TOTALS (lbs/day unmitigated)	114.52	21.75	24.74	0.03	25.01	1.20	26.01	5.22	1.10	6.15
2012 TOTALS (lbs/day mitigated)	103.41	21.75	24.74	0.03	9.76	1.20	10.76	2.04	1.10	2.96

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5

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Time Slice 5/2/2011-7/29/2011 Active Days: 65	6.68	63.22	32.59	0.04	**29.80**	3.00	**32.80**	**6.22**	2.76	8.97
Demolition 05/02/2011-07/31/2011	6.68	63.22	32.59	0.04	29.80	3.00	32.80	6.22	2.76	8.97
Fugitive Dust	0.00	0.00	0.00	0.00	29.65	0.00	29.65	6.17	0.00	6.17
Demo Off Road Diesel	4.29	34.97	18.96	0.00	0.00	1.82	1.82	0.00	1.67	1.67
Demo On Road Diesel	2.31	28.11	11.35	0.04	0.14	1.17	1.31	0.05	1.08	1.12
Demo Worker Trips	0.07	0.13	2.28	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Time Slice 8/1/2011-8/31/2011 Active Days: 23	4.19	41.59	20.61	0.04	27.01	1.98	28.99	5.63	1.82	7.45
Demolition 08/01/2011-08/31/2011	4.19	41.59	20.61	0.04	27.01	1.98	28.99	5.63	1.82	7.45
Fugitive Dust	0.00	0.00	0.00	0.00	26.88	0.00	26.88	5.59	0.00	5.59
Demo Off Road Diesel	2.06	16.05	9.31	0.00	0.00	0.91	0.91	0.00	0.84	0.84
Demo On Road Diesel	2.10	25.48	10.29	0.04	0.13	1.06	1.19	0.04	0.98	1.02
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/1/2011-9/30/2011 Active Days: 22	3.78	38.02	18.70	0.04	27.01	1.83	28.84	5.63	1.68	7.32
Demolition 09/01/2011-09/30/2011	3.78	38.02	18.70	0.04	27.01	1.83	28.84	5.63	1.68	7.32
Fugitive Dust	0.00	0.00	0.00	0.00	26.88	0.00	26.88	5.59	0.00	5.59
Demo Off Road Diesel	1.65	12.48	7.39	0.00	0.00	0.77	0.77	0.00	0.70	0.70
Demo On Road Diesel	2.10	25.48	10.29	0.04	0.13	1.06	1.19	0.04	0.98	1.02
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00

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Time Slice 10/3/2011-12/30/2011 Active Days: 65	12.01	**133.00**	**58.15**	**0.15**	25.54	**5.85**	31.39	5.40	**5.38**	**10.78**
Mass Grading 10/01/2011-12/31/2011	12.01	133.00	58.15	0.15	25.54	5.85	31.39	5.40	5.38	10.78
Mass Grading Dust	0.00	0.00	0.00	0.00	25.00	0.00	25.00	5.22	0.00	5.22
Mass Grading Off Road Diesel	3.03	24.33	13.04	0.00	0.00	1.32	1.32	0.00	1.21	1.21
Mass Grading On Road Diesel	8.94	108.60	43.84	0.15	0.53	4.52	5.06	0.18	4.16	4.34
Mass Grading Worker Trips	0.04	0.07	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Time Slice 1/2/2012-1/31/2012 Active Days: 22	2.54	20.52	11.86	0.00	25.01	1.00	26.01	5.22	0.92	6.15
Mass Grading 01/01/2012-01/31/2012	2.54	20.52	11.86	0.00	25.01	1.00	26.01	5.22	0.92	6.15
Mass Grading Dust	0.00	0.00	0.00	0.00	25.00	0.00	25.00	5.22	0.00	5.22
Mass Grading Off Road Diesel	2.51	20.46	10.91	0.00	0.00	1.00	1.00	0.00	0.92	0.92
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 2/1/2012-2/29/2012 Active Days: 21	2.54	20.52	11.86	0.00	25.01	1.00	26.01	5.22	0.92	6.15
Mass Grading 02/01/2012-02/29/2012	2.54	20.52	11.86	0.00	25.01	1.00	26.01	5.22	0.92	6.15
Mass Grading Dust	0.00	0.00	0.00	0.00	25.00	0.00	25.00	5.22	0.00	5.22
Mass Grading Off Road Diesel	2.51	20.46	10.91	0.00	0.00	1.00	1.00	0.00	0.92	0.92
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.00

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Time Slice 3/1/2012-8/31/2012 Active Days: 132	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 03/01/2012-09/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Time Slice 9/3/2012-9/28/2012 Active Days: 20	**114.52**	21.75	24.74	0.03	0.13	1.20	1.33	0.04	1.10	1.15
Building 03/01/2012-09/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Coating 09/01/2012-09/30/2012	111.12	0.07	1.23	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Architectural Coating	111.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	1.23	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Time Slice 10/1/2012-10/31/2012 Active Days: 23	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 10/01/2012-10/31/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Time Slice 11/1/2012-11/30/2012 Active Days: 22	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 11/01/2012-11/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05

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Time Slice 12/3/2012-12/31/2012 Active Days: 21	2.13	12.25	8.90	0.00	0.01	1.04	1.05	0.00	0.96	0.96
Asphalt 12/01/2012-12/31/2012	2.13	12.25	8.90	0.00	0.01	1.04	1.05	0.00	0.96	0.96
Paving Off-Gas	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.90	11.65	7.27	0.00	0.00	1.02	1.02	0.00	0.93	0.93
Paving On Road Diesel	0.04	0.52	0.21	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.04	0.08	1.42	0.00	0.01	0.01	0.01	0.00	0.00	0.01

Phase Assumptions

Phase: Demolition 5/2/2011 - 7/31/2011 - Demolition Subarea 1

Building Volume Total (cubic feet): 4492125

Building Volume Daily (cubic feet): 70602

On Road Truck Travel (VMT): 980.58

Off-Road Equipment:

3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 6 hours per day

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 8/1/2011 - 8/31/2011 - Demolition/Site Clearing Subarea 2

Building Volume Total (cubic feet): 201898

Building Volume Daily (cubic feet): 64000

On Road Truck Travel (VMT): 888.89

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 9/1/2011 - 9/30/2011 - Demolition/Site Clearing Subarea 3

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Building Volume Total (cubic feet): 201898

Building Volume Daily (cubic feet): 64000

On Road Truck Travel (VMT): 888.89

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 4 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Mass Grading 10/1/2011 - 12/31/2011 - Grading/Site Preparation Subarea 1

Total Acres Disturbed: 5

Maximum Daily Acreage Disturbed: 1.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 3787.88

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Mass Grading 1/1/2012 - 1/31/2012 - Grading/Site Preparation Subarea 2

Total Acres Disturbed: 5

Maximum Daily Acreage Disturbed: 1.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

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1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Mass Grading 2/1/2012 - 2/29/2012 - Grading/Site Preparation Subarea 3

Total Acres Disturbed: 5

Maximum Daily Acreage Disturbed: 1.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 6 hours per day

Phase: Paving 12/1/2012 - 12/31/2012 - Paving for areas throughout sites

Acres to be Paved: 1.25

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 6 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Building Construction 3/1/2012 - 9/30/2012 - Building on Subarea 1

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

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2 Welders (45 hp) operating at a 0.45 load factor for 6 hours per day

Phase: Building Construction 10/1/2012 - 10/31/2012 - Building/Landscaping on Subarea 2

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 6 hours per day

Phase: Building Construction 11/1/2012 - 11/30/2012 - Building/Landscaping on Subarea 3

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

2 Welders (45 hp) operating at a 0.45 load factor for 6 hours per day

Phase: Architectural Coating 9/1/2012 - 9/30/2012 - Coating/finishing

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 5/2/2011-7/29/2011 Active Days: 65	6.68	63.22	32.59	0.04	**29.80**	3.00	**32.80**	**6.22**	2.76	8.97
Demolition 05/02/2011-07/31/2011	6.68	63.22	32.59	0.04	29.80	3.00	32.80	6.22	2.76	8.97
Fugitive Dust	0.00	0.00	0.00	0.00	29.65	0.00	29.65	6.17	0.00	6.17
Demo Off Road Diesel	4.29	34.97	18.96	0.00	0.00	1.82	1.82	0.00	1.67	1.67
Demo On Road Diesel	2.31	28.11	11.35	0.04	0.14	1.17	1.31	0.05	1.08	1.12
Demo Worker Trips	0.07	0.13	2.28	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Time Slice 8/1/2011-8/31/2011 Active Days: 23	4.19	41.59	20.61	0.04	27.01	1.98	28.99	5.63	1.82	7.45
Demolition 08/01/2011-08/31/2011	4.19	41.59	20.61	0.04	27.01	1.98	28.99	5.63	1.82	7.45
Fugitive Dust	0.00	0.00	0.00	0.00	26.88	0.00	26.88	5.59	0.00	5.59
Demo Off Road Diesel	2.06	16.05	9.31	0.00	0.00	0.91	0.91	0.00	0.84	0.84
Demo On Road Diesel	2.10	25.48	10.29	0.04	0.13	1.06	1.19	0.04	0.98	1.02
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/1/2011-9/30/2011 Active Days: 22	3.78	38.02	18.70	0.04	27.01	1.83	28.84	5.63	1.68	7.32
Demolition 09/01/2011-09/30/2011	3.78	38.02	18.70	0.04	27.01	1.83	28.84	5.63	1.68	7.32
Fugitive Dust	0.00	0.00	0.00	0.00	26.88	0.00	26.88	5.59	0.00	5.59
Demo Off Road Diesel	1.65	12.48	7.39	0.00	0.00	0.77	0.77	0.00	0.70	0.70
Demo On Road Diesel	2.10	25.48	10.29	0.04	0.13	1.06	1.19	0.04	0.98	1.02
Demo Worker Trips	0.03	0.06	1.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00

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Time Slice 10/3/2011-12/30/2011 Active Days: 65	12.01	**133.00**	**58.15**	**0.15**	10.29	**5.85**	16.14	2.21	**5.38**	7.59
Mass Grading 10/01/2011-12/31/2011	12.01	133.00	58.15	0.15	10.29	5.85	16.14	2.21	5.38	7.59
Mass Grading Dust	0.00	0.00	0.00	0.00	9.75	0.00	9.75	2.04	0.00	2.04
Mass Grading Off Road Diesel	3.03	24.33	13.04	0.00	0.00	1.32	1.32	0.00	1.21	1.21
Mass Grading On Road Diesel	8.94	108.60	43.84	0.15	0.53	4.52	5.06	0.18	4.16	4.34
Mass Grading Worker Trips	0.04	0.07	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Time Slice 1/2/2012-1/31/2012 Active Days: 22	2.54	20.52	11.86	0.00	9.76	1.00	10.76	2.04	0.92	2.96
Mass Grading 01/01/2012-01/31/2012	2.54	20.52	11.86	0.00	9.76	1.00	10.76	2.04	0.92	2.96
Mass Grading Dust	0.00	0.00	0.00	0.00	9.75	0.00	9.75	2.04	0.00	2.04
Mass Grading Off Road Diesel	2.51	20.46	10.91	0.00	0.00	1.00	1.00	0.00	0.92	0.92
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 2/1/2012-2/29/2012 Active Days: 21	2.54	20.52	11.86	0.00	9.76	1.00	10.76	2.04	0.92	2.96
Mass Grading 02/01/2012-02/29/2012	2.54	20.52	11.86	0.00	9.76	1.00	10.76	2.04	0.92	2.96
Mass Grading Dust	0.00	0.00	0.00	0.00	9.75	0.00	9.75	2.04	0.00	2.04
Mass Grading Off Road Diesel	2.51	20.46	10.91	0.00	0.00	1.00	1.00	0.00	0.92	0.92
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.05	0.95	0.00	0.01	0.00	0.01	0.00	0.00	0.00

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Time Slice 3/1/2012-8/31/2012 Active Days: 132	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 03/01/2012-09/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Time Slice 9/3/2012-9/28/2012 Active Days: 20	103.41	21.75	24.74	0.03	0.13	1.20	1.33	0.04	1.10	1.15
Building 03/01/2012-09/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Coating 09/01/2012-09/30/2012	100.01	0.07	1.23	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Architectural Coating	99.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.04	0.07	1.23	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Time Slice 10/1/2012-10/31/2012 Active Days: 23	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 10/01/2012-10/31/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05
Time Slice 11/1/2012-11/30/2012 Active Days: 22	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building 11/01/2012-11/30/2012	3.39	21.68	23.51	0.03	0.12	1.20	1.32	0.04	1.10	1.14
Building Off Road Diesel	2.31	12.35	8.15	0.00	0.00	0.80	0.80	0.00	0.73	0.73
Building Vendor Trips	0.82	8.83	6.71	0.02	0.07	0.37	0.44	0.02	0.34	0.36
Building Worker Trips	0.26	0.50	8.65	0.01	0.05	0.03	0.08	0.02	0.03	0.05

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Time Slice 12/3/2012-12/31/2012 Active Days: 21	2.13	12.25	8.90	0.00	0.01	1.04	1.05	0.00	0.96	0.96
Asphalt 12/01/2012-12/31/2012	2.13	12.25	8.90	0.00	0.01	1.04	1.05	0.00	0.96	0.96
Paving Off-Gas	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	1.90	11.65	7.27	0.00	0.00	1.02	1.02	0.00	0.93	0.93
Paving On Road Diesel	0.04	0.52	0.21	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.04	0.08	1.42	0.00	0.01	0.01	0.01	0.00	0.00	0.01

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/1/2011 - 12/31/2011 - Grading/Site Preparation Subarea 1

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 1/1/2012 - 1/31/2012 - Grading/Site Preparation Subarea 2

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 2/1/2012 - 2/29/2012 - Grading/Site Preparation Subarea 3

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Architectural Coating 9/1/2012 - 9/30/2012 - Coating/finishing

For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

Sports Arena Project - Demolition Phase

Example		**Construction Activity**		
Five Acre Site		Demolition of Existing	164,000	Square Foot Structure[a]
Demolition Schedule -	**66**	**days[a]**		

Equipment Type[a,b]	**No. of Equipment**	**hr/day**	**Crew Size**
Concrete/Industrial Saws	3	6.0	12
Rubber Tired Dozers	2	6.0	
Cranes	1	6.0	
Tractors/Loaders/Backhoes	3	6.0	

Construction Equipment Emission Factors

Equipment Type[c]	**CO** lb/hr	**NOx** lb/hr	**PM10** lb/hr
Concrete/Industrial Saws	0.421	0.624	0.052
Rubber Tired Dozers	1.328	2.834	0.121
Cranes	0.518	1.362	0.060
Tractors/Loaders/Backhoes	0.387	0.628	0.048

Building Dimensions

Description[a]	**Width of Building** ft	**Length of Building** ft	**Height of Building** ft
Total Project	440	440	50

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[d]	**Mean Wind Speed[e]** mph	**Moisture Content[f]**	**Debris Handled[g]** ton/day
0.35	10	2.0	114

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	**NOx** lb/mile	**PM10** lb/mile
Heavy-Duty Truck[h]	0.012822	0.041846	0.001996

Sports Arena Project - Demolition Phase

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	Trip Length (miles)
Haul Truck	5	0.1

Incremental Increase in Onsite Combustion Emissions from Construction Equipmen

Equation: Emission Factor (lb/BHP-hr) x No. of Equipment x Work Day (hr/day) x Equipment rating (hp) x Load Factor (%/100) = Onsite Construction Emissions (lb/day)

Equipment Type	CO lb/day	NOx lb/day	PM10 lb/day
Concrete/Industrial Saws	7.58	11.23	0.94
Rubber Tired Dozers	15.94	34.01	1.45
Tractors/Loaders/Backhoes	6.97	11.30	0.87
Total	**30.5**	**56.5**	**3.3**

Incremental Increase in Onsite Fugitive Dust Emissions from Construction Equipmen

Material Handling[k]: (0.0032 x Aerodynamic Particle Size Multiplier x (wind speed (mph)/5)$^{1.3}$/(moisture content/2)$^{1.4}$ x debris handled (ton/day)) x (1 - control efficiency) = PM10 Emissions (lb/day)

Description	Control Efficiency %	PM10 Mitigated[m] lb/day
Material Handling (Demolition)[l]	61	0.12
Material Handling (Debris)	61	0.12
Total		**0.24**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicle

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

Vehicle	CO lb/day	NOx lb/day	PM10 lb/day
Offsite (Haul Truck)	0.01	0.04	0.002
Total	**0.01**	**0.04**	**0.002**

Sports Arena Project - Demolition Phase

Total Incremental Localized Emissions from Construction Activitie	CO	NOx	PM10
Sources	lb/day	lb/day	lb/day
On-site Emissions (Mitigated)	**30.5**	**56.6**	**3.5**
Significance Threshold[n]	***1,861***	***161***	***16***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	PM2.5 Fraction[o]	PM10	PM2.5
		lb/day	lb/day
Combustion (Offroad)	0.92	3.3	3.0
Combustion (Onroad)	0.96	0.00	0.00
Fugitive	0.21	0.24	0.05
Total		**3.5**	**3.1**
Significance Threshold[n]			**8**
Exceed Significance?			**NO**

Notes:

Project specific data may be entered into shaded cells. Changing the values in the shaded cells will not affect the integrity of the worksheets. Verify that units of values entered match units for cell.

Adding lines or entering values with units different than those associated with the shaded cells may alter the integrity of the sheets or produce incorrect results.

a) SCAQMD, estimated from survey data, Sept 2004

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically.

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

e) Mean wind speed - maximum of daily average wind speeds reported in 1981 meteorological data.

f) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28

g) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, p 2-28. Debris weight to area ratio = 0.046 ton/sq ft
(164,000 sq ft x 0.046 ton/sq ft)/66 days = 114 ton/day

h) 2009 fleet year. http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html.

i) Assumed 20 cubic yd truck capacity [(114 tons/day x 2,000 lb/ton x cyd/1,620 lb = 141 cyd)/20 cyd/truck = 5 one-way truck trips/day, where building debris density is assumed to be 1,620 lb/cyd]
Multiple trucks may be used.

j) Assumed trucks travel 0.1 mile through project site.

k) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, equation 2-13, p 2-28. EPA suggests using the material handling equation for demolition emission estimates.

l) EPA suggests using the material handling equation for demolition emission estimates.

m) Includes watering at least three times a day per Rule 403 (61% control efficiency)

n) Reflects LST for 5-acre site located in SRA 1 at 25 meters to receptor.

o) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Sports Arena Project - Grading Phase

Example		**Construction Activity**		
Five Acre Site		Grading	200,000	Square Feet[a]
Grading Schedule -	**66**	**days[a]**		

Equipment Type[a,b]	**No. of Equipment**	**hr/day**	**Crew Size**
Rubber Tired Dozers	1	6.0	7
Graders	1	6.0	
Off-Highway Trucks	1	6.0	
Tractors/Loaders/Backhoes	2	6.0	

Construction Equipment Emission Factors

	CO	**NOx**	**PM10**
Equipment Type[c]	lb/hr	lb/hr	lb/hr
Rubber Tired Dozers	1.328	2.834	0.121
Graders	0.622	1.340	0.071
Off-Highway Trucks	0.699	2.193	0.079
Tractors/Loaders/Backhoes	0.387	0.628	0.048

Fugitive Dust Grading Parameters

Vehicle Speed (mph)[d]	**Vehicle Miles Traveled[e]**
3	0.05

Fugitive Dust Stockpiling Parameters

Silt Content[f]	**Precipitation Days[g]**	**Mean Wind Speed Percent[h]**	**TSP Fraction**	**Area[i] (acres)**
6.9	10	100	0.5	0.21

Fugitive Dust Material Handling

Aerodynamic Particle Size Multiplier[j]	**Mean Wind Speed[k]**	**Moisture Content[f]**	**Dirt Handled[a]**	**Dirt Handled[l]**
	mph		cy	lb/day
0.35	10	7.9	3,800	143,939

Sports Arena Project - Grading Phase

Construction Vehicle (Mobile Source) Emission Factors

	CO	NOx	PM10
	lb/mile	lb/mile	lb/mile
Heavy-Duty Truck[m]	0.012822	0.041846	0.001996

Construction Worker Number of Trips and Trip Length

Vehicle	No. of One-Way Trips/Day	One WayTrip Length (miles)
Haul Truck[n]	180	0.1
Water Truck[o]	3	6.4

Incremental Increase in Onsite Combustion Emissions from Construction Equipmen

Equation: Emission Factor (lb/BHP-hr) x No. of Equipment x Work Day (hr/day) x Equipment rating (hp) x Load Factor (%/100) = Onsite Construction Emissions (lb/day)

Equipment Type	CO	NOx	PM10
	lb/day	lb/day	lb/day
Rubber Tired Dozers	7.97	17.00	0.73
Graders	3.73	8.04	0.42
Tractors/Loaders/Backhoes	4.65	7.53	0.58
Total	**16.3**	**32.6**	**1.73**

Sports Arena Project - Grading Phase

Incremental Increase in Fugitive Dust Emissions from Construction Operations

Equations:

Gradingp: PM10 Emissions (lb/day) = 0.60 x 0.051 x mean vehicle speed$^{2.0}$ x VMT x (1 - control efficiency)

Storage Piles[q]: PM10 Emissions (lb/day) = 1.7 x (silt content/1.5) x ((365-precipitation days)/235) x wind speed percent/15 x TSP fraction x Area) x (1 - control efficiency)

Material Handling[r]: PM10 Emissions (lb/day) = (0.0032 x aerodynamic particle size multiplier x (wind speed (mph)/5)$^{1.3}$/(moisture content/2)$^{1.4}$ x dirt handled (lb/day)/2,000 (lb/ton) (1 - control efficiency)

Description	Control Efficiency	Unmitigated PM10[s]
	%	lb/day
Earthmoving	61	0.01
Storage Piles	61	3.23
Material Handling	61	0.01
Total		**3.25**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicle

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

Vehicle	CO	NOx	PM10
	lb/day	lb/day	lb/day
Haul Truck	0.46	1.51	0.07
Water Truck	0.49	1.61	0.08
Total	**0.95**	**3.12**	**0.15**

Total Incremental Localized Emissions from Construction Activities

Sources	CO	NOx	PM10
	lb/day	lb/day	lb/day
On-site Emissions	**17.3**	**35.7**	**5.1**
Significance Threshold[t]	***1,861***	***161***	***16***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	PM2.5 Fraction[u]	PM10	PM2.5
		lb/day	lb/day
Combustion (Offroad)	0.92	1.7	1.6
Combustion (Onroad)	0.96	0.15	0.15
Fugitive	0.21	3.3	1
Total		**5.1**	**2.4**
Significance Threshold[t]			**8**
Exceed Significance?			**NO**

Sports Arena Project - Grading Phase

Notes:

a)250,000 cy of soil to be imported and handled over a 66 day phase= approximately 3,800 cy per day.

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled.

d) Caterpillar Performance Handbook, Edition 33, October 2003 Operating Speeds, p 2-3.

e) Assuming 3,800 cubic yards of dirt handled [(3,800 cyd x 2,500 lb/cyd)/66 days = 143,939 lb/day]

f) USEPA, AP-42, July 1998, Table 11.9-3 Typical Values for Correction Factors Applicable to the Predictive Emission Factor Equations

g) Table A9-9-E2, SCAQMD CEQA Air Quality Handbook, 1993

h) Mean wind speed percent - percent of time mean wind speed exceeds 12 mph. At least one meteorological site recorded wind speeds greater than 12 mph over a 24-hour period in 1981.

i) Assumed storage piles are 0.21 acres in size

j) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, p 13.2.4-3 Aerodynamic particle size multiplier for < 10 µm

k) Mean wind speed - maximum of daily average wind speeds reported in 1981 meteorological data.

l) Assuming 3,800 cubic yards of dirt handled [(3,800 cyd x 2,500 lb/cyd)/66 days = 143,939 lb/day]

m) 2009 fleet year. http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html.

n) Assumed 20 cubic yd truck capacity 3,800 cyd of dirt [(3,800 cyd x truck/20 cyd)/66 days = 180 one-way truck trips/day]. Assumed haul truck travels 0.1 miles through facility

o) Assumed six foot wide water truck traverses over 200,000 square feet of disturbed area

p) USEPA, AP-42, July 1998, Table 11.9-1, Equation for Site Grading ≤ 10 µm

q) USEPA, AP-42, Jan 1995, Section 13.2.4 Aggregate Handling and Storage Piles, Equation 1

r) USEPA, Fugitive Dust Background Document and Technical Information Document for Best Available Control Measures, Sept 1992, EPA-450/2-92-004, Equation 2-12

s) Includes watering at least three times a day per Rule 403 (61% control efficiency).

t) Reflects LST for 5-acre site located in SRA 1 at 25 meters to receptor.

u) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Sports Arena Project - Structure Construction

Example	**Construction Activity**		
Five Acre Site	Building	164,000	Square Foot Structure[a]
Construction Schedule			

Equipment Type[a,b]	**No. of Equipment**	**hr/day**	**Crew Size**
Cranes	1	6.0	12
Forklifts	2	6.0	
Tractors/Loaders/Backhoes	1	6.0	
Generator Sets	1	6.0	
Cement and Mortar Mixers	2	6.0	
Welders	2	6.0	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	**CO** lb/hr	**NOx** lb/hr	**PM10** lb/hr
Cranes	0.495	1.275	0.055
Forklifts	0.226	0.433	0.023
Tractors/Loaders/Backhoes	0.382	0.581	0.044
Generator Sets	0.312	0.578	0.035
Cement and Mortar Mixers	0.042	0.056	0.003
Welders	0.215	0.270	0.024

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	**NOx** lb/mile	**PM10** lb/mile
Heavy-Duty Truck[d]	0.012822	0.041846	0.001996

Construction Worker Number of Trips and Trip Length

Vehicle	**No. of One-Way Trips/Day**	**Trip Length (miles)**
Flatbed Truck[a,e]	3	0.1
Water Truck[f]	3	6.4

Sports Arena Project - Structure Construction

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/BHP-hr) x No. of Equipment x Work Day (hr/day) x Equipment rating (hp) x Load Factor (%/100) = Onsite Construction Emissions (lb/day)

Equipment Type	**CO** lb/day	**NOx** lb/day	**PM10** lb/day
Cranes	2.97	7.65	0.33
Forklifts	2.71	5.19	0.28
Tractors/Loaders/Backhoes	2.29	3.49	0.26
Generator Sets	1.87	3.47	0.21
Welders	N/A	N/A	N/A
Total	**9.8**	**19.8**	**1.1**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

Vehicle	**CO** lb/day	**NOx** lb/day	**PM10** lb/day
Flatbed Truck	0.01	0.03	0.00
Water Truck	0.49	1.61	0.08
Total	**0.50**	**1.64**	**0.08**

Total Incremental Combustion Emissions from Construction Activities

Sources	**CO** lb/day	**NOx** lb/day	**PM10** lb/day
On-Site Emissions	**10.3**	**21.4**	**1.2**
Significance Threshold[g]	***1,861***	***161***	***16***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction[h]**	**PM10** lb/day	**PM2.5** lb/day
Combustion (Offroad)	0.92	1.1	1.0
Combustion (Onroad)	0.96	0.08	0.08
Fugitive	0.21	0	0
Total		**1.2**	**1.1**
Significance Threshold[g]			**8**
Exceed Significance?			**NO**

Sports Arena Project - Structure Construction

Notes:

a) SCAQMD, estimated from survey data, Sept 2004

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled except the welders which are powered by the generator.

d) 2009 fleet year. http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html.

e) Assumed haul truck travels 0.1 miles through facility

f) Assumed six foot wide water truck traverses over 200,000 square feet of disturbed area

g) Reflects LST for 5-acre site located in SRA 1 at 25 meters to receptor.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

Sports Arena Project - Architectural Coating and Asphalt Paving

		Construction Activity Architectural Coating and Asphalt Paving
Construction Schedule -	**22**	**days**[a]

Equipment Type[a,b]	**No. of Equipment**	**hr/day**	**Crew Size**
Pavers	1	6.0	8
Rollers	1	6.0	
Paving Equipment	1	6.0	
Cement and Mortar Mixers	2	6.0	
Tractors/Loaders/Backhoes	1	6.0	

Construction Equipment Combustion Emission Factors

Equipment Type[c]	**CO** lb/hr	**NOx** lb/hr	**PM10** lb/hr
Pavers	0.544	0.898	0.064
Rollers	0.411	0.694	0.049
Paving Equipment	0.436	0.811	0.057
Cement and Mortar Mixers	0.042	0.056	0.003
Tractors/Loaders/Backhoes	0.382	0.581	0.044

Construction Vehicle (Mobile Source) Emission Factors

	CO lb/mile	**NOx** lb/mile	**PM10** lb/mile
Heavy-Duty Truck[d]	0.012822	0.041846	0.001996

Construction Worker Number of Trips and Trip Length

Vehicle	**No. of One-Way Trips/Day**	**Trip Length (miles)**
Delivery Truck[e]	9	0.1
Water Truck[f]	3	6.4

Sports Arena Project - Architectural Coating and Asphalt Paving

Incremental Increase in Onsite Combustion Emissions from Construction Equipment

Equation: Emission Factor (lb/BHP-hr) x No. of Equipment x Work Day (hr/day) x Equipment rating (hp) x Load Factor (%/100) = Onsite Construction Emissions (lb/day)

	CO	NOx	PM10
Equipment Type	lb/day	lb/day	lb/day
Pavers	3.27	5.39	0.39
Rollers	2.46	4.16	0.29
Paving Equipment	2.62	4.87	0.34
Cement and Mortar Mixers	0.51	0.68	0.03
Tractors/Loaders/Backhoes	2.29	3.49	0.26
Total	**11.2**	**18.6**	**1.3**

Incremental Increase in Onsite Combustion Emissions from Onroad Mobile Vehicles

Equation: Emission Factor (lb/mile) x No. of One-Way Trips/Day x 2 x Trip length (mile) = Mobile Emissions (lb/day)

	CO	NOx	PM10
Vehicle	lb/day	lb/day	lb/day
Delivery Truck	0.02	0.08	0.00
Water Truck	0.49	1.61	0.08
Total	**0.51**	**1.69**	**0.08**

Total Incremental Combustion Emissions from Construction Activities

	CO	NOx	PM10
Sources	lb/day	lb/day	lb/day
On-Site Emissions	**11.7**	**20.3**	**1.4**
Significance Threshold[g]	***1,861***	***161***	***16***
Exceed Significance?	**NO**	**NO**	**NO**

Combustion and Fugitive Summary	**PM2.5 Fraction[h]**	**PM10**	**PM2.5**
		lb/day	lb/day
Combustion (Offroad)	0.92	1.3	1.2
Combustion (Onroad)	0.96	0.08	0.08
Fugitive	0.21	0	0
Total		**1.4**	**1.3**
Significance Threshold[g]			**8**
Exceed Significance?			**NO**

Sports Arena Project - Architectural Coating and Asphalt Paving

Notes:

a) SCAQMD, estimated from survey data, Sept 2004

b) Equipment name must match CARB Off-Road Model (see Off-Road Model EF worksheet) equipment name for sheet to look up EFs automatically

c) SCAB values provided by the ARB, Oct 2006. Assumed equipment is diesel fueled except the welders which are powered by the generator.

d) 2009 fleet year. http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html.

e) Assumed haul truck travels 0.1 miles through facility

f) Assumed six foot wide water truck traverses over 200,000 square feet of disturbed area

g) Reflects LST for 5-acre site located in SRA 1 at 25 meters to receptor.

h) ARB's CEIDARS database PM2.5 fractions - construction dust category for fugitive and diesel vehicle exhaust category for combustion.

APPENDIX C:
Greenhouse Gas Emissions Inventory Worksheets

EMISSIONS OF GREENHOUSE GAS EMISSIONS FROM CONSTRUCTION ACTIVITIES

Project Name: Sports Arena Project
Analysis Year: 2011 and 2012
Analysis Scenario Construction

CONSTRUCTION EMISSIONS

Construction Year	CO2 English tons/yr	CO2 metric tons/yr
2011	970	879.79
2012	497	450.779
	Total Emissions:	1330.569
	30-yr Amoritized	44.3523

Source of construction emissions: URBEMIS 2007

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\PARKER Env\2010 Projects\Sports Arena\AQ\GHGs\Sports Arena_Construction_GHGs.urb924

Project Name: Sports Arena Project

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	CO2
2011 TOTALS (tons/year unmitigated)	970.00
2011 TOTALS (tons/year mitigated)	970.00
Percent Reduction	0.00
2012 TOTALS (tons/year unmitigated)	496.91
2012 TOTALS (tons/year mitigated)	496.91
Percent Reduction	0.00

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

CO2

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2011	970.00
Demolition 05/02/2011-07/31/2011	250.76
Fugitive Dust	0.00
Demo Off Road Diesel	106.60
Demo On Road Diesel	135.07
Demo Worker Trips	9.09
Demolition 08/01/2011-08/31/2011	61.61
Fugitive Dust	0.00
Demo Off Road Diesel	16.85
Demo On Road Diesel	43.33
Demo Worker Trips	1.43
Demolition 09/01/2011-09/30/2011	55.50
Fugitive Dust	0.00
Demo Off Road Diesel	12.69
Demo On Road Diesel	41.44
Demo Worker Trips	1.37
Mass Grading 10/01/2011-12/31/2011	602.13
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	75.30
Mass Grading On Road Diesel	521.77
Mass Grading Worker Trips	5.05
2012	496.91

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Mass Grading 01/01/2012-01/31/2012	24.15
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	22.79
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	1.37
Mass Grading 02/01/2012-02/29/2012	23.05
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	21.75
Mass Grading On Road Diesel	0.00
Mass Grading Worker Trips	1.31
Building 03/01/2012-09/30/2012	335.22
Building Off Road Diesel	105.05
Building Vendor Trips	143.75
Building Worker Trips	86.41
Coating 09/01/2012-09/30/2012	1.61
Architectural Coating	0.00
Coating Worker Trips	1.61
Building 10/01/2012-10/31/2012	50.72
Building Off Road Diesel	15.90
Building Vendor Trips	21.75
Building Worker Trips	13.08

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Building 11/01/2012-11/30/2012	48.52
Building Off Road Diesel	15.20
Building Vendor Trips	20.81
Building Worker Trips	12.51
Asphalt 12/01/2012-12/31/2012	13.63
Paving Off-Gas	0.00
Paving Off Road Diesel	10.77
Paving On Road Diesel	0.91
Paving Worker Trips	1.96

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/1/2011 - 12/31/2011 - Grading/Site Preparation Subarea 1

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 1/1/2012 - 1/31/2012 - Grading/Site Preparation Subarea 2

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 2/1/2012 - 2/29/2012 - Grading/Site Preparation Subarea 3

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Architectural Coating 9/1/2012 - 9/30/2012 - Coating/finishing

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For Nonresidential Architectural Coating Measures, the Nonresidential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Nonresidential Architectural Coating Measures, the Nonresidential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

APPENDIX D:
Historic Resource Assessment

Historical Assessment for the
Los Angeles Memorial Sports Arena
Prepared for the Los Angeles Memorial Coliseum Commission
FINAL

Prepared by

ICF Jones & Stokes
an ICF International Company

811 West 7th Street, Suite 800
Los Angeles, CA 90017

July 2010

Historical Assessment for the

Los Angeles Memorial Sports Arena

Prepared for the Los Angeles Memorial Coliseum Commission

FINAL – July 2010

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Historical Assessment for the

Los Angeles Memorial Sports Arena

Prepared for the Los Angeles Memorial Coliseum Commission

FINAL – July 2010

Introduction

In February 2006, Jones & Stokes (now ICF International) submitted a Draft Historic Assessment to the Los Angeles Memorial Coliseum Commission ("Commission") that evaluated the historical significance of the Los Angeles Memorial Sports Arena ("Sports Arena"), located at 3939 South Figueroa Street in Los Angeles, California. At that time, the Sports Arena, constructed in 1959, had not met the 50-year age special consideration of the California Register of Historical Resources. In June 2010, ICF Jones & Stokes was retained by Patrick Lynch, General Manager of the Los Angeles Memorial Coliseum Commission, to revise the February 2006 assessment and submit a final report in part because the Sports Arena is now 50 years old.

The original assessment evaluated the Sports Arena in light of the fact it was less than 50 years of age. A comprehensive context was presented, in order to determine historical significance. As a result, several historical contexts were found to apply. These contexts, not in order or significance, are the following: Exposition Park, in which the Sports Arena is located; the efforts to build an arena in Los Angeles; the national examples looked at before the Sports Arena was constructed; and similar facilities that existed before the Sports Arena was constructed. In this updated assessment, a review of this background is followed by a description of the resource and a discussion of the current conditions and alterations.[1] The report substantiates the determination of eligibility based on this background information, the integrity of the building, and application of the California Register of Historical Resources criteria.

Detailed evaluations are provided on California Department of Parks and Recreation Historic Resource Inventory Forms (DPR 523 forms) and are attached to this memorandum.

The report concludes that the Los Angeles Memorial Sports Arena is eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history.

Methodology

On January 25, 2006, Jones & Stokes employee Jessica B. Feldman, a qualified architectural historian, conducted an on-site survey of the building. She conducted a thorough walk-through, accompanied by David Bentley (Bentley Management Group, LLC), and took digital photographs of the interior and exterior elements. Katy Lain, researcher, conducted on-site research with the assistance of Commission staff.

[1] Per our discussions with Patrick Lynch in 2010, ICF Jones & Stokes' architectural historians did not conduct an additional field visit to evaluate the Sports Arena because no alterations have occurred since the 2006 photographs were taken.

The site visit was followed by research into the building's construction history, consisting of building and improvement permits gathered at the City of Los Angeles Department of Building and Safety, as well as research at the Los Angeles County Tax Assessor's archives. Further research was conducted at the Los Angeles Public Library, both on-line and on-site.

Context

The Sports Arena opened on July 4, 1959. It was the first modern indoor sports arena built in Los Angeles. Prior to the opening of the Sports Arena, the primary indoor sports arenas in Los Angeles were the Grand Olympic Auditorium, built in 1925, and the Pan Pacific Auditorium, built in 1935. The accepted definition of the word "arena" is an enclosed area, used for public entertainment, such as sporting events or spectacles. An increasing number of arenas were constructed throughout the United States from the late 1950s to the early 1960s. In a 1956 article in the *Los Angeles Times*, the Coliseum Commission chairman G.E. Kinsey noted that the "nation is currently experiencing a boom in auditorium construction, with 48 new arenas either under construction or in advanced planning stages."[2]

Seating capacity of these venues ranged from 5,000 to 15,000. In California, there was the Cow Palace in San Francisco (1941), and the Sports Arena was soon followed by the Long Beach Sports Arena (1962) and Pauley Pavilion (1965). Although there wasn't much variety in the overall design of these structures, some were unusual and unique. This included the Mellon (Civic) Arena in Pittsburgh, Pennsylvania, which was recently listed on the local landmark list and was constructed with a stainless steel, retractable roof, supported by a large steel cantilever (1960), and the Dorton Arena at the North Carolina State Fairgrounds in Raleigh, constructed in 1952 and listed on the National Register of Historic Places. The Dorton Arena is a parabolic structure, and was declared one of the 10 twentieth-century buildings expected to influence the future of American architecture by the American Institute of Architects in 1957. But the archetype was Madison Square Garden in New York City.

Madison Square Garden ("The Garden") was identified numerous times as the model for a multi-purpose facility in Los Angeles. It is the third Garden that is most often identified as setting the standard for these types of venues from the 1930s through the 1950s. The Garden has experienced four incarnations: Madison Square Garden (1871); Madison Square Garden II (1890-1925, designed by Stanford White); Madison Square Garden III (1925-1968); and "World Wide Plaza," (designed by Skidmore, Owings and Merrill, 1989). In 2006, there was discussion of moving the Garden to a new site.

[2] "Officials Plan Tour of Arenas in Other Cities," *Los Angeles Times*, March 19, 1956, page A1, ProQuest Historical Newspapers Los Angeles Times (1881-1985).

Local boosters, including Supervisor Kenneth Hahn and Bill Nicholas of the Coliseum Commission, intended to build a stadium to rival Madison Square Garden. Although the third largest city in the country in 1956, Los Angeles still lacked the facilities to host a national convention or a great indoor sporting event. The citizens of Los Angeles three times voted against propositions intended to pay for the arena. Ultimately, a State Assembly bill was passed and signed by Governor Goodwin Knight, authorizing commissioners to issue revenue bonds to finance the construction. By March 21, 1958, $7,800,000 in revenue bonds were sold. For a time, the Sports Arena enjoyed popularity and success and was touted as the most modern sports facility in California. But after a defection by Jack Kent Cooke, owner of the Los Angeles Lakers basketball team and the new hockey franchise team, to build the Forum in Inglewood in late 1967, it lost an important regular client and two major sports teams.

The Sports Arena is operated under the authority of the Los Angeles Memorial Coliseum Commission, which was formed in 1945. The Los Angeles Coliseum was constructed in 1923.[3] The Commission was created under the Joint Exercise of Power Act, and is comprised of City of Los Angeles representatives, as well as representatives of the County of Los Angeles and the State of California, who are equal decision-makers. The two multi-use buildings are self-supporting, through revenues from events at the site.

Efforts to Build a Sports Arena in Los Angeles

Getting the Sports Arena constructed was a lengthy, difficult process. As Proquest/*Historical Los Angeles Times* articles reveal, plans to build a sports arena in Los Angeles originated as early as the 1930s. Neither the Grand Olympic Auditorium (built in 1925) nor the Pan Pacific Auditorium (built 1935) had the capacity to house a large indoor team sports event. In 1938, the *Los Angeles Times* reported that a $1,500,000 sports arena was planned, to be located on the Gilmore Tract at Third Street and Fairfax Avenue. A year later, Edward Metcalf, president of Sports Gardens, Inc., announced plans to build a $2,500,000 sports arena on a 97-acre parcel, located on a site bounded by Venice and La Cienega boulevards and 18th Street. The new arena's construction would be overseen by H. O. Davis, a veteran of the 1932 Olympics and the 1915 and 1935 San Diego Expositions. Architect Stiles O. Clements proposed a suspension-style construction for the 40,000-seat auditorium, with no beams or posts, which would allow for the division of the space into three separate arenas. The facility was named "The Gardens," and it was intended for national championships, including football, wrestling and boxing. This project was not constructed.

[3] The Coliseum was declared a National Historic Landmark in 1984. It hosted the 1932 and 1984 Olympics, as well as two Super Bowls, one World Series, and decades of USC football games. In addition, it was the home of the Los Angeles Raiders for 12 years. The Coliseum also hosted religious conventions and rock concerts. For more, see the Coliseum's website, located at: http://www.lacoliseum.com/pages/history.shtml.

In 1939, Walt Disney signed a lease for the Third and Fairfax site as president of Hollywood Sports Gardens, Inc., which intended to build the "largest covered stadium in the world" with Walker and Eisen hired as architects. The Fairfax site came up again in 1944, when business leaders announced the plans to build the "Pan Pacific Sports Arena," after the war, after purchasing the 35 acres of the Gilmore Tract. Yet another sports arena was proposed in 1946 in the South Gate area, to heavy community opposition.

By 1947 newspaper articles focused on Exposition Park, adjacent to the Coliseum, as a site for the proposed "Madison Square Garden of the West." Former Coliseum Commission president and Los Angeles County Supervisor Leonard J. Roach recommended "using Coliseum profits to finance the structure." Another site under consideration included 22 undeveloped acres in Los Feliz, property owned by the estate of Aline Barnsdall, but Barnsdall's will forbade sale of the land until 10 years after her death.

Yet another plan, to build the "Los Angeles War Memorial Auditorium," was announced in 1948 by a group called "Greater Los Angeles Plans, Inc." A nonprofit organization consisting of prominent architects and planners, they were committed to building an indoor sports arena downtown, on a 23-acre tract between Third and Fifth Streets, west of Flower Street. In 1948, the Los Angeles Memorial Coliseum Commission enlisted a public relations firm to conduct a feasibility study for an indoor sports arena in Los Angeles.

When the issue of funding a new sports arena finally went before the Los Angeles voters, the site on which they voted was the downtown site, located at 3rd, 5th, Flower and Fremont streets. Propositions A and B, in the amount of $25,000,000 and $10,000,000, were placed on the April 3, 1951, municipal ballot. The propositions included the construction of a music center.

After those propositions failed, Proposition B was introduced in 1953 to finance the construction of a sports arena, convention hall, and civic auditorium, in the amount of $27,000,000, to be repaid over a 30-year period. Los Angeles Police Chief William Parker "urged construction of the center on the basis of combating juvenile delinquency." The proposed site, located again at 3rd and 5th Streets and Flower and Fremont Streets, was praised for its convenient downtown location, adjacent to freeways and public transportation. Businessman Harry Volk, who spearheaded the measure, called the proposed auditorium "something this city needs, regardless of the possibility of complete 'payout' from revenues," according to the *Los Angeles Times*.

Again, the measure failed to get the two-thirds majority required. A third measure, Proposition F, was put on the ballot in June 1954 to finance a new auditorium, led by the group "Forward Los Angeles." In support of the attempted project, the president of the Los Angeles Rams (who had arrived in Los Angeles in 1946) praised attempts to build an auditorium even greater than Cleveland's (former home of the Rams) to make Los Angeles the "sports capital of the West Coast."

After three proposition failures, in 1955 the Coliseum Commission and Supervisor Kenneth Hahn, its president, yet pursued the construction of a sports arena at Exposition Park. Architect Clements was enlisted to build a 22,000-seat arena that would be used for sports contests only, so as not to compete with the proposed downtown auditorium or the Hollywood Bowl. Another feasibility study to determine economic viability was underway. Influenced by Hahn, two State Assemblymen, Jesse M. Unruh and Augustus Hawkins, introduced a bill that would authorize the Los Angeles County Board of Supervisors to issue revenue bonds in order to finance the proposed $7,000,000 arena. The bill passed the Assembly and the Senate and was signed into law by Governor Goodwin G. Knight on April 29, 1955, after which the Sixth Agricultural District, owners of the land, extended its contract with the Coliseum Commission through 1985.

Although Coliseum General Manager Bill Nicholas predicted the new sports arena would open in 1957, contingencies like the rising cost of steel delayed its construction. Architects Stiles O. Clements and his son, Robert Clements, were fired for breach of contract, after failing to revise their architectural plans to accommodate the budget. Nine new firms were put forth as replacements; meanwhile, the Clements's sued the Commission for wrongful discharge, and the Commission countersued, charging negligence and irresponsible business practices.

In June 1957, the Coliseum Commission approved the plans submitted by Welton Becket, whose firm was chosen from the nine firms proposed in 1957. Becket (with partner William Wurdeman) was the architect of the successful Pan-Pacific Auditorium in the Fairfax area; his firm was employed as UCLA's master planner and had designed the Los Angeles Police Department's downtown Parker Center in 1955. Becket is considered one of the most prominent architects in Los Angeles, responsible for more than 150 building designs.

By the time construction was complete, the total cost was $7.4 million. Excavating for its construction resulted in a huge hole in Exposition Park for two years, referred to as the "famous hole," according to a Coliseum Commission publication. But the Sports Arena finally opened on July 5, 1959. On hand to deliver the celebratory address was Vice-President Richard M. Nixon, who exhorted the audience "never to quit." A few days later, on July 8, bantamweight Jose Becerra defeated Alphonse Halimi before a crowd of 13,675 people.

Other Local Venues

One of the reasons that civic leaders were anxious to have the Sports Arena constructed was a belief that Los Angeles was lacking the facilities that would attract professional basketball and hockey teams to the area. Semi-professional hockey, football and baseball were being played in Los Angeles are a variety of venues when the concept of the Sports Arena was beginning to be discussed; however, each was considered deficient in some regard. Seven structures in the city existed for both sports and spectacles, all of which were constructed in the 1920s and 1930s.

Grand Olympic Auditorium, located at Grand Avenue and 18th Street, was built for the 1932 Olympics and served as the "Mecca of Boxing" in Los Angeles for more than 70 years. From its opening in 1925 through 1987, when it closed (though still used for concerts and filming), it attracted Los Angeles' most famous stars, from Mae West to Barbara Stanwyck to Frank Sinatra, as well as mobster Mickey Cohen. After a brief attempt at reviving the Auditorium in 1994 with Oscar De La Hoya fighting Jimmy Bredahl of Denmark, attendance continued to decline. In 2005, the Grand Olympic Auditorium was purchased from downtown property owner Steven Needleman by a Korean-American church.

Gilmore Field was located near the intersection of Beverly and Fairfax and was the venue for the semi-professional Hollywood Stars baseball team, which played in the Pacific Coast League. The baseball field was constructed in 1939 and was demolished in 1959. Next to it was the *Gilmore Stadium*, built a few years earlier in 1934. The Los Angeles Bulldogs, a semi-professional team and the first football team in Los Angeles, played for the American Football League (AFL) at the Gilmore Stadium in 1937. The AFL folded that year.

Wrigley Field, built by William Wrigley in 1925, was located south of downtown Los Angeles. The Los Angeles Angels, a minor league team, played there from 1925. When the Brooklyn Dodgers moved to Los Angeles, Wrigley Field was proposed for their use, but until Dodger Stadium opened in 1961, they chose to play at the Coliseum. The Los Angeles Angels continued to play at the baseball field until 1961, when the team was brought into the American League and played at Dodger Stadium. Wrigley Field was torn down in 1969.

There were two open-air stadiums: the Los Angeles Memorial Coliseum at Exposition Park and the Rose Bowl in Pasadena. *The Coliseum* dates to 1923 and held a variety of sporting events, including football (Los Angeles Rams, Chargers, Raiders), baseball (the Los Angeles Dodgers played there until Dodger Stadium opened), not to mention USC and UCLA football. It seats 92,000. It is listed on the National Register and is a National Historic Landmark, as well.

The Rose Bowl Stadium was designed in 1921 as a horseshoe-shaped stadium. Architect Myron Hunt, in association with then Tournament President William Leishman, prepared the original design. Original construction conformed to the horseshoe design, but the stadium was enclosed as a full bowl in 1928, increasing spectator capacity to 76, 000. The Rose Bowl has hosted the Tournament of Roses Bowl football game since 1923. The Rose Bowl, 991 Rosemont Avenue, is listed in the National Register and also has been designated as a National Historic Landmark.

Finally, *the Pan Pacific Auditorium*, designed by Welton Becket with partner Walter Wurdeman, opened in 1935. The Los Angeles Monarchs, a hockey team in the Pacific Coast League, played there from 1938-1941. Also using the ice floor at this venue were the Ice Capades and collegiate ice hockey teams. The Harlem Globetrotters appeared at the Pan Pacific on numerous occasions. In addition to sports, the space was utilized for home shows, conventions, musical shows and

beauty contests. It only sat 6,000 within 100,000 square feet. Although the doors closed to the public in the early 1970s, it remained on site until a massive fire destroyed it in 1989.

Fate of Similar Venues across Country

In order to gather ideas for the new Los Angeles Memorial Sports Arena, Los Angeles officials traveled to 11 cities across the nation, including Chicago, Buffalo, Syracuse and Des Moines. Of the arenas that existed in those cities at that time, Union Center has replaced Chicago Stadium (1929), which was torn down in 1995; Marine Midland Arena replaced Buffalo Memorial Auditorium, which remains but is rarely used, though there are hopes of renovating it; Wells Fargo Arena replaced Veterans Memorial Auditorium (1955), which has been modernized; and in Syracuse, the Carrier Dome replaced Archbold Stadium (1907), which closed in 1978.

In 1965, the Harris County Domed Stadium, in Houston, Texas opened. At the time, the new arena, to become known as the Astrodome, was the largest enclosed stadium with 45,000 seats. It housed the Houston Astros baseball team and the Houston Oilers football team. The domed stadium, or "superstadium" is considered a watershed event in the evolution of sports facilities, made possible by new steel and concrete technologies and engineering advances. In 1966, synthetic nylon "grass" was installed on the playing field, another first. It became known as "Astro-Turf." The Astrodome has been vacant since 2003.

Exposition Park

Exposition Park is located in the City and County of Los Angeles, approximately 2 miles southwest of the city's central business district. Bordered by Exposition Boulevard to the north, Vermont Avenue to the west, Martin Luther King Boulevard to the south, and Figueroa Street on the east, Exposition Park encompasses approximately 65 hectares (160 acres). The park includes several major museum/educational institutions, recreational open space, surface parking lots, and sports facilities of regional significance, such as the Los Angeles Memorial Coliseum and the Sports Arena.[4]

Although it was not the original choice as the location for the new sports venue, finding enough land on which to build such a structure near established centers of populations was not an easy task for the boosters. The Coliseum Commission sponsored their own study to establish the viability of placing the structure at Exposition Park as early as the mid-1940s, but other sites still competed with it as the proposed sports facility was put to the local voters.

[4] Myra L. Frank & Associates, "HPSR for the Exposition Park Master Plan Parking Facility," prepared for the State of California, Department of General Services, Real Estate Services Division, December 2000.

Brief History of Exposition Park

Exposition Park, which is bounded by Exposition Boulevard on the north, Martin Luther King, Jr. Boulevard on the south, Vermont Avenue on the west and Figueroa Street on the east, is a mixture of public and privately owned structures and open space parkland. It was originally known as Agricultural Park, and it was developed in the 1870s as an agricultural fairground. In 1909, the 160-acre property developed into a park when California's Sixth District Agricultural Association (then owner of the property) and the county and city of Los Angeles agreed to a plan to transform it into a cultural center, and renamed it renamed Exposition Park a year later.

The state would build an exposition building and armory if the county would construct and operate a history and art museum and the city would maintain the grounds.[5] In 1913, the park was officially dedicated, for use as a recreational, educational and cultural gathering place. In 1922, the Exposition Club opened, followed a year later by the Los Angeles Memorial Coliseum, designed by noted Los Angeles and USC architect John Parkinson, on the grounds of Exposition Park. The park is right next to the USC campus. In addition to hosting USC sporting events, the Coliseum was enlarged for the 1932 Olympics; the Swimming Stadium was also constructed for the 1932 Olympics. The park continued to be occupied by culturally important buildings such as the County Museum of Natural History, the California African-American Museum and the Museum of Science and Industry (California Science Center). There is also the renowned Rose Garden and the Armory. In 1959, the Sports Arena was constructed. The park is still public space owned by the state of California, whose major cultural facilities mentioned above are operated by both the state and Los Angeles County.

The Exposition Park Historic District[6]:

The Exposition Park Historic District, which includes the Coliseum, Rose Garden, Natural History Museum; the Armory and Swimming Stadium; the Exposition Clubhouse; North and South Coliseum Drive; and the Exposition (Ahmanson Building), was established in the 2000 Historic Property Survey Report (HPSR), prepared for the State of California, Department of General Services, Real Estate Services Division, as part of an effects analysis of the proposed Exposition Park Master Plan Parking Facility, prepared by Myra L. Frank & Associates (now ICF).

No formal finding of National Register eligibility was made for the Exposition Park Historic District at a meeting among the review agencies on August 9, 2000. Furthermore, the Exposition

[5] "Natural History Museum Of Los Angeles County" located on the County's website at: http://www.nhm.org/expo/expopark.htm.
[6] Myra L. Frank & Associates, "HPSR for the Exposition Park Master Plan Parking Facility," December 2000.

Park Historic District has not been recorded in the California Historical Resources Inventory database.

However, based on the information presented in the HPSR, the following conclusions were made: extensive changes occurred within the 1993 District boundary that were not previously reported, indicating that the integrity of the District was less intact than reported in 1993. Major demolition (most of the Exposition Building), alterations (the Coliseum and Coliseum sidewalks), and new construction (the California Science Center) occurred within the District boundary between 1993 and 2000, further diminishing the integrity of the District. At the time of the HPSR in 2000, the Sports Arena was not yet 50 years of age and was not considered a contributing structure to the historic district.

Significant Sports and Sporting Events

Because the Sports Arena was constructed with the concept that sports teams and sporting events would be the primary tenants for the facility, this section discusses the history of sports in the Sports Arena. This includes boxing, basketball, hockey and other events.

Boxing:

Boxing was expected to be one of the major sports events held at the Sports Arena. The first event held there after it opened was a boxing match. Joe Louis promoted multiple matches at the Sports Arena before moving the bouts to smaller venues in 1962, due to the cost of holding these events at the arena. Although professional bouts continued to be held at the arena after 1962, it doesn't appear from news accounts that any major events happened there.

- The first event held at the Sports Arena was a boxing match between Jose Becerra and Alphonse Halimi on July 8, 1959.
- Cassius Clay knocked out Archie Moore on November 15, 1962.
- 1984 Olympics boxing bouts were held in the Sports Arena.

Basketball:

Basketball was one of the main reasons the Arena boosters were keen to have the structure built. They were actively trying to get a professional team to play in Los Angeles. Before an official, Los Angeles-based team was located at the Sports Arena, several professional basketball games were played at the venue. Eventually, a semi-pro team, the Jets, began playing there. Then, in 1960, the Minneapolis Lakers moved to Los Angeles, keeping the name and playing at the Sports Arena. The Lakers stayed until 1967, when they moved to the Forum. Within a few years, another team moved to the city, the Anaheim Amigos, who played in the Sports Arena as the Los Angeles Stars for two years. Finally, a second professional basketball team came to Los Angeles – the San Diego Clippers. The new Los

Angeles Clippers arrived in 1984. They played in the Sports Arena until 1999, when they moved into the Staples Center, a mile north on Figueroa Street.

At the same time, the arena provided space for high school tournaments and college games. USC has been playing basketball in the Sports Arena since it opened (until moving to Galen Center in 2006) and UCLA played there until Pauley Pavilion (also designed by Welton Becket) opened on the UCLA campus in 1966.

- USC Trojans basketball teams have been playing at the Sports Arena since 1960.
- Harlem Globetrotters played at the Sports Arena on several occasions.
- UCLA Bruins basketball was hosted by the Arena from 1959-1965 during the Golden Age of John Wooden, before Pauley Pavilion was constructed in 1965.
- Beloved and renowned UCLA Bruins men's basketball coach Forrest Twogood coached his last game for UCLA at the Sports Arena in 1966.
- The Los Angeles Jets, a semi-professional basketball team in the American Basketball League (ABL) debuted at the Sports Arena in 1961.
- Minneapolis Lakers moved to Los Angeles in 1960 to become the Los Angeles Lakers, who played in the Sports Arena until the 1967-68 season.
- Los Angeles Clippers arrived from San Diego in 1984. They moved to the Staples Center in 1999.
- The Anaheim Amigos moved to Los Angeles in 1968 and became the Los Angeles Stars. In 1970, they moved to Utah.
- LAUSD High School Championship Basketball was held in the Arean until 1995 because of high rent.
- The 1963 NBA All-Star Game was played at the arena
- Both the 1968 (won by UCLA) and 1972 Men's NCAA Final Four were played in the Arena.
- The 1992 NCAA Women's NCAA Final Four was held at the Arena.

Hockey

Getting a professional hockey team to Los Angeles was another one of the reasons behind the push for the Sports Arena. Semi-professional hockey teams had been established in Los Angeles previous to 1961, but boosters wanted a professional team associated with the National Hockey League (NHL), to be established here. According to some accounts, the Sports Arena was designed in accordance with the wishes of the NHL with the tacit understanding that when the league expanded from six teams, Los Angeles would be well positioned to receive one of those additional teams. However, in 1959, the NHL was not ready to expand; the Western Hockey League (WHL), a semi-professional league, established a team in Los Angeles for the 1961-1962 season: the Los Angeles Blades. In 1966, when the NHL was prepared to add six teams to the roster, four groups representing individual interests for a team in Los Angeles went to New York City to present their cases. The Coliseum Commission backed Dan Reeves, owner of the Blades

and his consortium. Jack Kent Cooke, another promoter who had recently obtained the Los Angeles Lakes basketball team, won the expansion rights. This was a major upset for the Commission.

- The Los Angeles Blades, a semi-pro team in the Western Hockey League, played at the Sports Arena between 1961 and 1967.
    - The Blades were owned by Dan Reeves and Jim Piggott; the former owned the Victoria team.
    - Willie O'Ree, the first African-American to play hockey for the National Hockey League, played for the Blades.
    - At one time, the Blades were a farm team for the New York Rangers.
- The Los Angeles Kings briefly played in 1967 and then moved to the Forum.

Other Sporting Events

Many other "sporting" events took place under the blue roof of the Sports Arena. Some of these included the following:

- Rodeos
- Water Follies
- Roller derbies
- Track meets
- Tennis

Significant Rock Concerts, Political Events, and Shows

The Sports Arena also hosted events such as the Ringling Brothers Circus, the Ice Follies and the Times Indoor Games. Major rock shows and concerts were held at the Sports Arena, from Pink Floyd to Bruce Springsteen, including Springsteen's 2009 shows in Los Angeles.

In 1960, the Democratic National Convention nominated John F. Kennedy as the Democratic Party's candidate for president in the Sports Arena. Kennedy gave his formal acceptance speech at the Coliseum.[7]

[7] History of the Los Angeles Memorial Coliseum and the Sports Arena on the Coliseum website located at: http://www.lacoliseum.com/pages/history.shtml.

In 1961, the Sports Arena was filled to capacity (and overflowed into the parking area) when Martin Luther King, Jr. spoke at a civil rights rally sponsored by the Western Christian Leadership Conference. The Freedom Rally was considered the largest gathering of African Americans in Southern California at the time, with an estimated 25,000 people showing up. Loudspeakers were set up to project the speech to those who did not make it inside (close to 18,000 were admitted indoors). Those who had to listen from outside, through the entire four-hour program had an opportunity afterwards to come into the Sports Arena for an abbreviated version of the program.

The Sports Arena has long had a strong presence in the Los Angeles area by providing a social gathering place for a variety of events, including:

- Home shows
- Auto shows
- Conventions
- Fundraisers
- Educational programs/classes
- Filming – the Sports Arena has been featured in numerous movies and televisions shows, and this continues to be a major source of revenue for the Coliseum Commission. Some of the movies filmed there include scenes from *Rocky* (1976), *Space Jam* (1996), *Escape from L.A.* (1996), Ali (2001), *Solvent Green* (1973) and *Almost Famous* (2000).

History of Welton Becket and Associates

Because Welton Becket and Associates are considered one of the premier post-World War II architects of modern buildings in Los Angeles, a short history of the man and the firm are presented to below.

Welton Becket was born in Seattle, Washington, on August 8, 1902, the son of a builder. As a young man, he dreamed of becoming an architect. After graduating with a degree in architecture from the University of Washington in 1927, he studied for a year at the Ecole des Beaux Arts in Fontainebleau. Becket began his career in Los Angeles in 1929 as a designer-draftsman, and then returned to Seattle to work for his brother, Evro, a builder. During this early period, his work was small-scale and undistinguished. However, in 1933, he formed an auspicious partnership with fellow Washington alumnae, Walter Wurdeman, and together the two men joined the office of a veteran Los Angeles commercial architect, Charles Plummer.

Wurdeman and Becket worked in relative obscurity as many as 80 hours a week, earning little money, in their early years with Plummer. By the late thirties, however, Wurdeman and Becket were designing period revival homes for film stars, including the Tudor Revival-style

Montgomery House in Bel Air (1938). But it was their successful 1934 bid to design the Pan Pacific Auditorium in Los Angeles that would alter their future.

Wurdeman and Becket's concept for the auditorium, which they drafted and designed together, reflected the stylistic influences of the 1933 Chicago World's Fair. In an emphatic interpretation of the Streamline Moderne—four flagpole pylons, designed to resemble fins, jutting toward the sky, atop a graceful, curved façade—Wurdeman and Becket created their first iconic Los Angeles building for the automobile age.

As architectural historians David Gebhard and Harriette Von Breton wrote in *Los Angeles in the Thirties*, the Pan Pacific Auditorium was a "popular, much-admired classic of the new style." It was partially torn down in the mid-1980s, and the surviving façade burned down in 1989.

In 1936, Wurdeman and Becket received an Honor Award from the Southern California chapter of AIA for their design of the Pan Pacific Auditorium. New commissions and publicity helped to expand the office to more than 40 employees in only a few years.

After Charles Plummer died in 1939, Wurdeman and Becket continued their collaboration under the firm's new name, Wurdeman and Becket. During World War II, the firm constructed 14,000 housing units for military families and wartime workers. In 1943, the firm was chosen to design the "House of Tomorrow," a prototype for builder Fritz Burns, in which Wurdeman and Becket presented their vision of postwar living in Los Angeles. The project gained them much needed publicity and, once again, symbolically linked the firm with the future of Los Angeles.

In 1944, Wurdeman and Becket were chosen by P. G. Winnett, the president of Bullock's, to design the new Bullock's Pasadena. For the first time, the firm would also design the interior space of a building. Bullock's Pasadena became one of the first suburban department stores, an elegant building designed in the Late Moderne style that featured a main entrance and motor court in the rear. The parking lot covered nearly six acres. Every detail of the design was overseen by Wurdeman and Becket, including the murals, fixtures, counters and furniture. This concept would be known as "total design."

Wurdeman and Becket designed many more Bullock's stores, including Bullock's Westwood in 1950, considered their finest store. In total, the firm built more than 100 department stores in Southern California and pioneered the concept of the suburban shopping mall.

Through contacts made while working on Bullock's Pasadena, Wurdeman and Becket secured a commission from Mobil Oil Corporation to build their downtown Los Angeles headquarters. It would be the firm's first office building. In the construction of the General Petroleum Building, Wurdeman and Becket pioneered the use of a lightweight concrete, which gave their buildings the appearance of white rock. The General Petroleum Building's design, with open floor plans

consisting of movable partitions and walls, is now widely used within the industry. Their innovative design of the parking structure would also be widely imitated: the garage consisted of an open space, elevators and stairs contained at the center, surrounded by floors that spiraled upward to the top.

In 1947, Wurdeman and Becket constructed another large office building, the Western headquarters of Prudential Insurance Company of America, located at 5757 Wilshire Boulevard. The entire office and retail complex sprawled for two city blocks. In contrast to the General Petroleum Building, with its Art Deco vertical banding and terra cotta exterior, the Prudential Building was built in the International Style, with a solid shaft at its center, flanked by two wings of banded glass.

For the exterior of the building, Wurdeman and Becket again used lightweight concrete. Innovative horizontal sunshield were used on each floor. The 517,000-square-foot Prudential Square, located in the Miracle Mile area, heralded a departure for the Los Angeles business community from a centralized downtown model toward smaller, mini-downtowns, as would ultimately be established in Century City. Wurdeman and Becket began construction of their own office building at 5657 Wilshire Boulevard in 1948, and it was completed in 1949. Wurdeman and Becket would help to transform Wilshire Boulevard into a modern commercial corridor.

By 1949, Wurdeman and Becket had established expertise in building types such as department stores, office buildings, and private homes. With over $100 million worth of commissions, the firm employed 80 people and completely occupied its new five-story Wilshire office building. But personal tragedy struck when Walter Wurdeman died suddenly at the age of 46.

After Wurdeman's death, Welton Becket bought out Wurdeman's heirs and created Welton Becket and Associates, with himself as sole owner. Becket undertook the role of supervising architect for UCLA, which would occupy the bulk of his time until his own untimely death in 1969. The firm was chosen as the university's master planner in 1949 and would transform the UCLA campus over 20 years, responsible for such landmark buildings as the UCLA Center for Health Sciences (1948-1970), Schoenberg Hall (1955), Ackerman Union (1959-60), and Pauley Pavilion (1965).

During the 1950s, Welton Becket and Associates completed many important commissions, including the Beverly Hilton in 1955, LAPD's downtown headquarters at Parker Center in 1955, the Los Angeles Sports Arena in 1959, and perhaps their most iconic building, the Capitol Records Building, in 1955, which was designed by Louis Naidorf in its unique cylindrical shape.

In 1958, Welton Becket and Associates was chosen to oversee the largest urban development in the nation. Private investors paid $43 million in cash for the former 260-acre back lot of

Twentieth Century Fox, located between Beverly Hills and Westwood. Developer William Zeckendorf claimed, "Century City is the first completely planned community in Los Angeles designed specifically for the Freeway Age," in the *West Los Angeles Citizen*.

As Becket and his firm were responsible for reshaping Wilshire Boulevard, transforming the UCLA campus, inventing the suburban mall, and creating numerous postwar icons such as the Capitol Records Building, so would they transform the landscape of the Westside, effectively building a $500 million "city within a city." Tombstone Street, the Fox set where numerous western scenes were once filmed, would become "Avenue of the Stars." Under their design, 181 acres of the property would be converted into landscaped streets with 88 buildings, including a shopping center, a 600-room hotel, and high-rise apartments and office buildings. Fox retained a lease on the remaining 79 acres.

Becket chose 10,000 Santa Monica Boulevard, the northeast corner of Century City, for the location of Welton Becket and Associates' worldwide corporate headquarters, the first building to be erected on the new site. Costing $2.5 million, and containing 106,000 square feet of space, the Becket Building was constructed in 1960 of concrete and steel, its façade covered with mosaic art. An entrance bridge spanned a reflecting pool and fountains.

Century City's Gateway Buildings, prominently located at Santa Monica Boulevard and Avenue of the Stars, were constructed in 1964. Becket envisioned this section of office buildings as a "spacious collection of aluminum-faced structures comprising of a self-contained business center." [citation?] The open–air Century City Shopping Center opened in 1964. David Gebhard and Robert Winter, Los Angeles' foremost architectural historians, considered the Century City development "problematic," without any of the "intimacy" and "human scale" of neighboring Beverly Hills. "In fact," they wrote in their book, *An Architectural Guidebook to Los Angeles*, "the governing idea seems to have been to inspire awe of corporate America via wide avenues and overscaled architecture" (Gehard and Winter).

As a master corporate architect, Welton Becket transformed the landscape of Southern California. By the 1960s, WB&A was internationally recognized, with 32 master plans and 150 additional buildings in progress. The firm had been awarded 66 design excellence awards, locally, nationally, and internationally. In the early 1960s, they completed several significant Los Angeles projects, including the Los Angeles International Airport Theme Building with Pereira & Luckman and Paul Williams; the Pacific Cinerama Dome, the only concrete geodesic dome in the world, according to the Los Angeles Conservancy's Modern Committee; and the Music Center, employing as many as 100 men to fulfill the "total design" concept of WB&A. By 1969 these projects generated nearly $1 billion in revenue. At the top of his profession, with more than 500 employees and operating offices in San Francisco, Chicago, Houston and New York, Becket died suddenly of a heart attack at the age of 66.

Description

The Sports Arena is an ellipse-shaped, multi-use facility, on a north-south axis. It is located in Exposition Park, at the northwest corner of Figueroa Street and Martin Luther King, Jr. Boulevard (formerly Santa Barbara Avenue). It is the sister facility of the Los Angeles Memorial Coliseum, which is located just to the northwest across an access road.

The architect was Welton Becket & Associates of Los Angeles, hired in 1957, and the contractor was L.E. Dixon Co. from San Gabriel, California. Steel for the framing was purchased from Kaiser Steel, located in Fontana, California. The excavation was begun in 1956 by Guy F. Atkinson Company of Long Beach. In "Preview," a contemporary publicity brochure featuring the Sports Arena, the entrance to the Sports Arena is described:

> At the main east entry, centered between chocolate walkways, is a magnificent memorial fountain, dedicated like the Arena, to those who died in the armed services of our nation. This main entrance is served by a spacious 65-foot wide pedestrian bridge, which spans a sunken forecourt. Three equally commodious entrances are spaced on the south, west and north to facilitate normal pedestrian approach patterns and to permit total dispersal in 15 minutes.[8]

The roof is an elliptical transverse steel truss roof, spanning 315' x 430'. The exterior material of the lower walls is comprised of concrete block construction. There are no exterior windows.

According to articles/ads published at the time of construction, the interior length was 437 feet and the interior width was 317 feet (this assumes the statistic is referring to arena floor level without seating). It is 262 feet in length between permanent seat lines and 144 feet in width between permanent seat lines. Length of floor between columns is 278 feet and width between columns is 160 feet. Floor to roof height managed a 75-foot clearance to the first steel girder. Total arena floor space topped out at 130,000 square feet, with concourse level floor space totaling over 101,000 square feet. Further quotes from "Preview" provide historic details:

> …An exquisite blending of ceramic tile, rubberized terrazzo floors and indirect fluorescent lighting lends an atmosphere of refinement and elegance to all lobbies. Each lobby is readily accessible to recessed banks of concession vending machines and expansive individual counter service provides a diversification of unexcelled refreshments. Colorama seating – commencing with the premium 'golden circle' also includes gray, blue and red upholster – based on the Arena seat prices.

[8] "Preview," Los Angeles Memorial Sports Arena publicity brochure published by the Coliseum Commission, circa 1959, courtesy of the Coliseum Commission.

> From all four lobbies on the concourse level, the arena floor level is accessible by ramps, stairways or escalators. The lower level main entrance is served by two serpentine exterior ramps leading from the walkways to the sunken forecourt. This landscaped forecourt, flanked on each side by towering Palm trees, is adaptable for trade show displays with a total of 35,850 square feet. At both the north and south entries, 48-inch reversible escalators service the arena level as crowd movement dictates. At the south lobby is a gradual ramp to enable wheelchair spectators to gain easy access. A truck ramp 40 feet wide and 20 feet high permits entry on the west of large display items to the arena level. The permanent 200 feet by 85 feet ice rink can be frozen in six hours. Seating for athletic or production events commences at the area level with 12 rows of portable seats. They connect by a graduated slope to the 28 rows of permanent seats on the concourse level.
>
> …There are no posts to impair vision whether it be sports event, a convention, or an expansive production. Every seat is foam rubber, upholstered, arm chair, designed with 'fireside' viewing in mind.
>
> The Arena's conception and design was dictated to provide unexcelled facilities for press, television, tenant and performer. Permanent press spaces for 45 are on the east side and include a lounge. A convention plan will handle 1000 press representatives. Five radio and TV booths are on the west side. Space for perfect photographic angle are five permanent TV camera platforms. Ringing the arena is a seven foot wide suspended catwalk located to give unlimited TV and still camera positions plus spotlight locations for theatrical productions… A built-in vacuum system permits rapid clean-up.

According to information received from the Commission, there are currently multiple catwalks; the lower level measures six feet wide with 360-degree access and is 62 feet above the arena floor. The upper level catwalk is separated into four catwalks that run the sixth of the facility 75 feet above the arena floor. The permanent press areas are still located on the concourse level. There are four dressing rooms, one official's dressing room and a sixth dressing room reserved for theatrical/production/event personnel.

Character-Defining Features

The Secretary of the Interior's Standards for the Rehabilitation of Historic Properties, as defined in the National Park Service's *Preservation Brief 17*, identifies "character-defining features" of a building as the following:

> *Character* refers to all those visual aspects and physical features that comprise the appearance of every historic building. Character-defining elements include the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment.[9]

The following is a preliminary list of the Sports Arena's character-defining features:

- setting and location
- elliptical transverse steel truss roof
- memorial fountain and plaque
- main entrance
- ticket offices
- signage
- terrazzo flooring
- lighting
- hallways
- restrooms
- locker rooms/dressing rooms
- plaques
- concession areas
- escalators
- seating
- catwalk
- camera platforms
- press areas
- scoreboard

[9] Lee H. Nelson, FAIA, *Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Identifying Their Character* (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1998), online version available on the National Park Service website at: http://www.nps.gov/hps/tps/briefs/brief17.htm.

Alterations to Character-Defining Features

The Sports Arena has been altered, primarily on the interior. In the early 1980s, the Clippers moved to Los Angeles and the Sports Arena and required several upgrades to the building, including the locker rooms and the creation of the Clipper Club. The building was also damaged in the 1994 Northridge earthquake and required seismic retrofitting, which was accomplished in 2002. Other changes include the replacement of original signage and the original terrazzo floor. On the outside of the building, the most significant change occurred when the main entrance was moved from the east side to the south side of the parking lot. The move also introduced the only addition to the building, the ticket office. The other physical exterior change occurred when the original tile that covered the roof and gave it a blue tint was replaced with a different material that has a green tint. These alterations and modifications are discussed further below. All photographs were taken by Jessica B. Feldman on January 25, 2006.

Exterior

Roof

The original roof material, which was a blue tile specifically chosen for this structure, was replaced during the 2002 seismic retrofitting with a green material. Currently, the roof consists of large vertical panels with standing seam between them. The new color and material were chosen to match the roof of the Swim Stadium and other structures on the Exposition Park campus. Additionally, the older material was in poor condition and the type of tile could not be replicated, in part due to cost.

Figure 1: Close up of new roof material

Main entrance

As designed, the main entrance was located on the east side, facing Figueroa Street. This entrance was situated to take advantage of pedestrians and vehicles accessing the site from the boulevard. From Figueroa, patrons passed the memorial fountain (described below) and by parallel lines of palm trees and reached the 20 doors by passing over the forecourt on a 65-foot-wide pedestrian bridge.

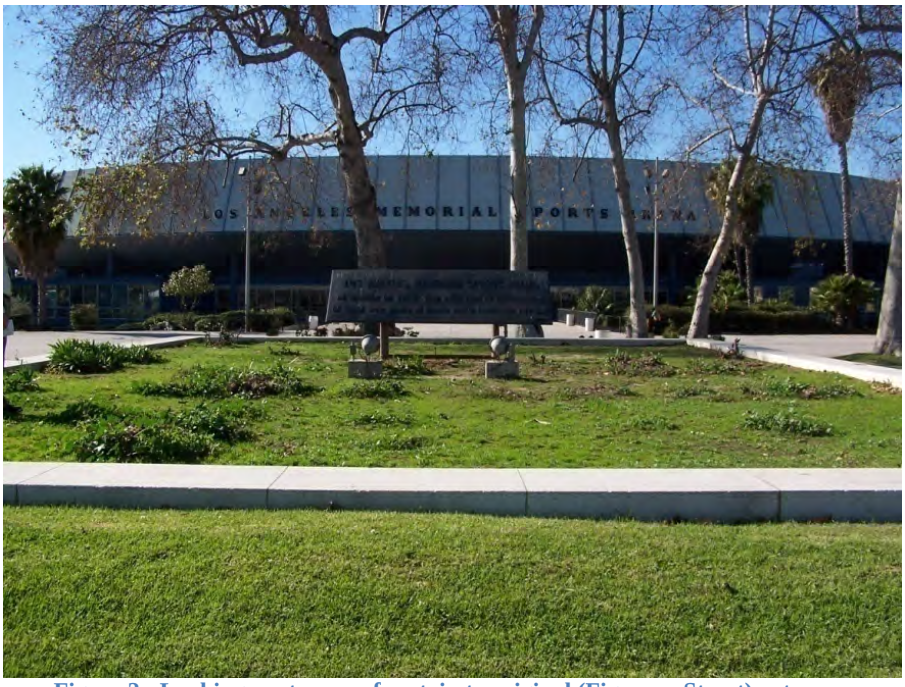

Figure 2: Looking west across fountain to original (Figueroa Street) entrance

Fountain

The fountain measures approximately 8' x 8', and is surrounded by a low, poured concrete wall. At the west side of the fountain is the original commemorative inscription, which measures 4' by 5', is constructed of bronze and is positioned on four solid concrete tubes (this last item being a more modern addition). The plaque was originally set in the grass on the front, or east side, of the fountain. The fountain appears to have been out of use since the 1970s.

The raised inscription reads:

LOS ANGELES MEMORIAL SPORTS ARENA
IN MEMORY OF THOSE WHO DIED AND IN RECOGNITION
OF THOSE WHO SERVED IN WORLD WAR II, KOREA AND VIETNAM

Ticket Office(s)

Original ticket offices were located on the east and west facades of the building. The current, main ticket office is located just to the left of the south entrance.

Figure 3: Box office

Interior

Dressing Rooms/Locker Rooms

There were originally four dressing rooms located on the northwest corner of the Arena Level. While the location of the dressing rooms/locker rooms has remained the same, two additional locker rooms were added. There were actually at least two periods of remodeling: 1) when the Clippers moved into the Sports Arena, which required significant changes and upgrades (1984) and 2) when the seismic retrofitting was required and completed in 2002.

Figure 4: Looking north at dressing rooms

Concession areas

All the concession areas have been changed over time; most recently, a few were altered when the seismic retrofitting was completed in 2002. All are in the original location.

Figure 5: Example of concession area

First Aid Office

The First Aid office is currently located on the north side of the east entrance. It was originally located in the Arena Level.

Figure 6: First Aid office (new location)

Restrooms

Arena Level: All four of the restrooms are located in the original locations. Concourse Level: All the restrooms on the Concourse Level have been altered in some manner, either with new sinks, toilets, tile or flooring.

Figure 7: Remodeled women's restroom

Seats

Portable/Floor seats are apparently not the original folding chairs. Concourse seats are believed to be original. Loge: these are believed to be original.

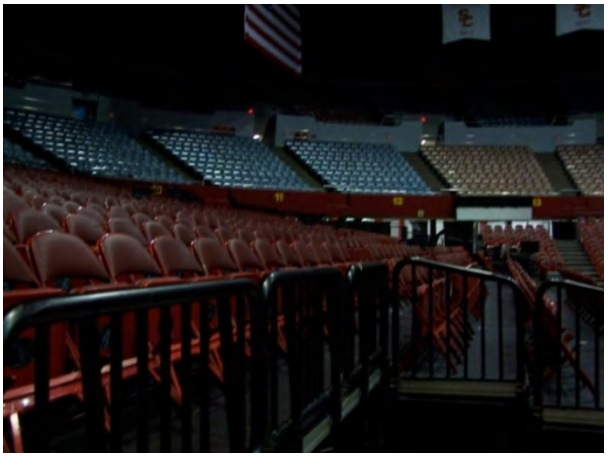

Figure 8: Floor seating, not original

Terrazzo

The original terrazzo floors have been removed and replaced with the current terrazzo in 2002, which is grey/white and red swirls with reflective pieces scattered about near the east entrance.

Figure 9: General view of hall with new tile

Plaques

These two original plaques have been moved to new locations in the venue:

John F. Kennedy - the commemorative plaque honoring President John F. Kennedy was moved from the east entrance to the south concourse across from the lobby, and a portrait of the former President was placed inside an enclosed glass cabinet above it.

Figure 10: John F. Kennedy plaque

Richard M. Nixon – the plaque honoring former President Richard M. Nixon is just the right of the Kennedy plaque. It is located inside the enclosed glass cabinet containing his portrait.

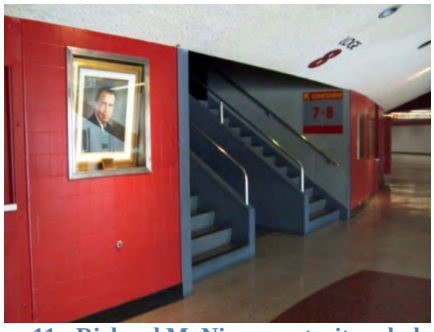

Figure 11: Richard M. Nixon portrait and plaque

Press Boxes

There were Press Boxes at the time the building opened. However, according to David Bentley, the east and west Press Boxes were added for the Clippers in 1984. The Working Press box was also added at a later date.

Camera Platforms

These have been added over time.

Lighting

The lighting for the concourses is located in the same location but elements have been changed.

Catwalk

According to the early drawings, data and conversation with David Bentley, the catwalk(s) are original.

Scoreboard

The scoreboard hanging center is original.

Figure 12: Looking north. January 25, 2006

Escalators

Parts of the escalators have been removed and/or replaced over the course of time due to regular maintenance or required replacement.

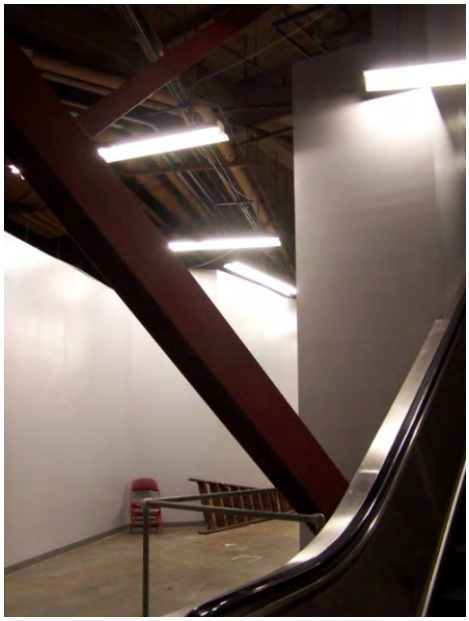

Figure 13: North escalator. Note bracing

Signage

According to David Bentley, all of the signage has been replaced with more modern panels, but these are mounted.

Figure 14: Example of signage and bracing

Determination of Eligibility

The Los Angeles Memorial Sports Arena is now more than 50 years of age and is being evaluated in this report to determine if it meets the criteria of eligibility for listing in the California Register of Historical Resources. At the outset, it was established that several historical contexts would apply. This includes Exposition Park, in which the Sports Arena is located; the efforts to build an arena in Los Angeles; national examples of sports facilities; existing venues in Los Angeles before and after the Sports Arena was constructed; and events that took place at the venue since it opened in 1959. Within this last context, the Sports Arena appears to meet California Register Criterion 1, for its association with important social and cultural events in Los Angeles.

The Sports Arena was the first such venue in Los Angeles that could accommodate up to 18,000 seated patrons under one roof. The Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of events. Civic boosters hoped this type of structure and the events it would attract would boost the city's reputation, to match the city's growing population and its status as the third largest city in the country.

The idea was put to the voters more than once, but in the end, it took some creative thinking and initiative, as well as an act of the governor to get the funding. The Sports Arena was built to

accommodate basketball and hockey teams, as well as to present organizations such as the Democratic National Convention and Ringling Brothers & Barnum and Bailey Circus an indoor arena for their events which did not exist in Los Angeles at the time.

The period of significance for the Sports Arena has been established as 1959 to 1967. This eight-year span includes the opening of the structure by Vice President Nixon on July 4th of that year, and opening of the Great Western Forum in Inglewood. This end date also coincides with the beginning of the "superstadium" era, when venues such as the Sports Arena were becoming obsolete and outdated.

By the time the Sports Arena was built in 1959, there was one baseball field (Wrigley Field), one auditorium (Philharmonic), two indoor sports arenas (Grand Olympic Auditorium and Pan Pacific Auditorium) and one stadium (Coliseum) located in Los Angeles. By 1967, UCLA was ensconced in their own Pauley Pavilion sports facility to showcase their perennial national championship basketball team, Dodger Stadium was in use for major league baseball, and the Forum had opened for use by the Los Angeles Lakers and the Kings. By 1967, the Sports Arena was no longer the only "game" in town. Therefore, the building needs to retain integrity from that period of significance (1959-1967) if it is to be considered eligible for the California Register under any criterion.

Integrity. *Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852 (b) and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.*

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

The Sports Arena retains integrity of location, setting, feeling and association. Location is the place where the Sports Arena was constructed or the place and where the historic events occurred. The Sports Arena has not been moved, the building is in the same location as when it was originally constructed, and the interior plan is largely unchanged.

As described in National Register Bulletin #15, setting is identified as the physical environment of the Sports Arena.[10] The setting refers not only to the site on which the Sports Arena was constructed, but also its relationship to surrounding features and open space. The immediate setting would include the Coliseum, Christmas Tree Lane, and the parking lot to the south. These are unchanged from the period of significance. Moreover, although there are newer buildings in the north part of Exposition Park these are not significant to the setting discussion. Although the neighborhood surrounding Exposition Park has changed since 1959, it is still both urban and collegiate, and dominated on the east by the broad Figueroa Street and the Harbor Freeway. The one change to the setting is the fountain and memorial plaque, located on the east side of the pedestrian walkway at the east entrance. The fountain has not been functional since the 1970s, and the plaque has been lifted from the ground and placed on several posts just on the west side of the fountain. However, because the fountain is still in situ, the fact that it is no longer functioning does not diminish the integrity of setting.

Association is defined as "the direct link between an important historic event or person and a historic property." Because the Sports Arena is sufficiently intact, in the sense that the building retains its original shape and size and the interior plan is largely changed from the end of the period of significance (1967) as it did during the period of significance, association is still retained.

Excerpted below are the descriptions of "design" according to National Register Bulletin #15:

> Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

Design also:

> ...Reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing…

In this case, the exterior design of the Sports Arena does appear to be intact. The most significant change was the addition of the ticket office on the south side, which moved the main entrance from the east to the south. This should be a reversible change. Similarly, the blue tint of the roof is gone, because the blue tiles were removed. This, too, is a reversible alteration. The interior design, primarily the organization of space, proportion and scale are relatively unchanged since the building was opened to the public. Materials have been changed, and much

[10] Patrick W. Andrus and Rebecca H. Shrimpton, *National Register Bulletin 15: How to Apply the National Criteria for Evluaation* (Washington, DC: U.S. Department of the Interior, National Park Service, 1990, rev. ed. 1998), 44-45.

of the original technology and ornamentation is gone. Therefore, the design of the interior is not intact.

Materials are the "physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property."

Externally, there have been several changes, such as the roof material, the moving of the main entrance from the east side to the south side and the addition of the ticket area to facilitate this change. The shape and size of the roof is intact; it is mainly the exterior material, the tiles, which have been replaced. The original blue tiles were apparently chosen specifically at the time. However, that material is no longer available and the contractors chose to replace it with a different matter. The color has changed from blue to green, which matches surrounding buildings and provides some continuity. From the outside, the integrity of design has been diminished.

Internally, there have been various changes over time, including the terrazzo floors, the concession stands, the bathrooms, the signage and the introduction of seismic braces elements. Original historic material remains, such as the original seats and the organization of space at the concourse level. Loss of historic fabric, part of the original design, affects the integrity of design.

Workmanship is defined as "the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory." This usually refers to craftsmanship, unique or artisan details, methods of construction and/or building techniques. Two construction items have been identified as important aspects of workmanship: the longest single truss ever erected at the time and the blue tile roof. The truss remains, but it is not the longest ever erected anymore, and the blue tiles have been removed and replaced with a different type and color of roof material.

Furthermore, the Sports Arena does not exhibit any of Welton Becket's innovative techniques that were used in earlier designs, such as overseeing every detail of the design ("total design"), or techniques used in the General Petroleum Building/Garage and the Prudential Building. The Sports Arena interior followed the design of most arenas of the period, although it may have been one of the earlier ones that did not have obscured seating (due to support posts). Based on this information, it does not appear that there is overriding importance in the workmanship of the Sports Arena.

Therefore, the Sports Arena appears to retain integrity of setting, location and association, but lacks integrity of design, materials and workmanship.

Criteria for evaluating the significance of historical resources.[11]

To be eligible for the California Register of Historical Resources, an historical resource must be significant at the local, state or national level under one or more of the following four criteria:

1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

The Sports Arena is a multi-purpose facility, despite its official name. However, it was the idea that Los Angeles needed professional sports teams that motivated civic leaders who saw the need for an enclosed sports structure as a way to lure professional sports teams to the area. These promoters saw the lack of professional sports in Los Angeles as a significant cultural inequality with cities of equal or even lesser population. There were several sports facilities in use from the time planning began until the arena was opened to the public, but none quite like the Sports Arena.

Local boosters recognized there was a gap between the enclosed Grand Olympic Auditorium downtown and the Pan Pacific Auditorium in the Fairfax area, which sat only 6,000 people, and the open-air Coliseum and Rose Bowl, which sat up to 90,000, located near downtown Los Angeles and in Pasadena, respectively. There was a recognized need by the civic leaders for a modern, enclosed facility that sat around 15,000-20,000 and would allow the city to compete with other cities for conventions, rallies, sports teams and exhibits.

The Sports Arena was to be modern, air-conditioned, and have the most up-to-date amenities; it was a venue that would attract audiences as well as organizations and the press (especially television media). The design would take into account the need for ample space for the media and would be multi-functional. At the time, there were no other facilities that could meet those requirements. It required many years and significant efforts to find a suitable location and creative ways to obtain the funding for construction.

Numerous events occurred at the Sports Arena that would be considered important to the history of both Los Angeles and Southern California, as well as to local, state and national politics and civil rights issues. In 1960, the Democratic National Convention nominated John F. Kennedy for the Democratic Party's candidate for President at the Sports Arena. The 1961 Freedom Rally, sponsored by the Western Christian Leadership Conference, featured Dr. Martin Luther King, Jr. as their primary speaker. At the time, it was believed to be the largest gathering of African Americans in Southern California. The Sports Arena was where Wilt "The Stilt" Chamberlain

[11] California Register of Historical Resources criteria: PRC Section 5024.1(c).

played his first professional basketball game, with the Philadelphia Warriors against the Los Angeles Lakers (although Chamberlain would later join the Lakers).

It was where the first professional hockey team in Los Angeles, the Kings, played until the Great Western Forum was finished and where semi-professional hockey was played from 1959 to 1967 (the Blades); it was where semi-professional and professional basketball teams such as the Jets, the Stars, the Clippers and the Lakers played; college basketball teams from UCLA and USC played here; the NCAA held their tournament here; as well as boxing matches. Other events that were held at the Sports Arena included rodeos, home shows, auto shows, circuses, water follies and roller derbies. Also, anti-communism classes, conventions, rallies, conventions and fund-raisers were hosted at the Sports Arena.

Although the period of significance has been established as 1959 to 1967, the Sports Arena has continued to provide space and accommodation for local professional sports teams, college sports and tournaments, as well as fulfilling the function to house a variety of other exhibitions, shows and gatherings. Furthermore, although the building lacks integrity of materials and workmanship, it does retain enough integrity of exterior design to convey the original design.

Therefore, the Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history.

2) It is associated with the lives of persons important to local, California, or national history;

The Sports Arena has been visited or employed by or otherwise associated with many important persons in architecture, politics, sports and entertainment. In order for the Sports Arena to be eligible under this criterion, it is generally accepted that a resource illustrates a person's most important achievements, and had a close personal association. This usually reflects the time period during which the person achieves significance or during their productive life. The Sports Arena does not appear to meet this criterion because the appearances there by important persons such as John F. Kennedy and Martin Luther King, Jr. were of short duration.

3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values;

Welton Becket, a well-respected and well-known architect in the Los Angeles area, designed the Sports Arena. Although it was not the only indoor sports facility (Pan Pacific Auditorium and Pauley Pavilion), or structure used for musical events (the Music Center in downtown Los

Angeles) Becket and his company designed, it was the recipient of a Southern California Chapter, American Institute of Architects Grand Prix award in 1963. Along with 30 other buildings in the Los Angeles region, the Sports Arena was singled out as a "prime example of post-World War II architecture" citation?; three other Becket designs also received this honor that year.

The Sports Arena was constructed in such a manner that there were no internal poles or posts that could obstruct view of the activities on the floor. It kept the cost of the building down by limiting the amount of steel needed for construction. At the time, this included the longest single truss ever erected on an arena. The Sports Arena also embodies the characteristics of an arena, as described above. However, there is no evidence that any of the innovative techniques that epitomized Becket's designs, particularly those constructed in the 1940s and 1950s, were employed in the design of the Sports Arena. The exterior design of the Sports Arena is intact or changes are reversible, but the materials are not intact. It does not represent the work of Welton Becket and his architecture firm, and it does not possess high artistic value. Therefore, the Sports Arena does not appear to meet this criterion.

4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

There is no reason to believe that the Sports Arena has yielded, or will yield information important to the prehistory or history of the local area, California, or the nation.

Conclusion

In conclusion, the Los Angeles Memorial Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history. It does not appear to meet Criteria 2, 3, or 4.

Sources:

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Gebhard, David and Hariette von Breton. *Los Angeles in the Thirties, 1931-1941*. Los Angeles: Hennessey & Ingalls, 1989.

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1939. "Lease Signed for Arena Site." February 9.

1944. "Million Dollar Sports Arena Planned Here." November 7.

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1948. "Local Indoor Sports Arena Survey Ordered." September 11.

1949. "Interest Shown in Sports Arena for Los Angeles." October 4.

1950. "Auditorium Plan Wins More Support." June 29.

1951. "'Yes' Ballots Make Possible Huge Indoor Sports Arena." March 6.

1954. "Plans for Arena Moving Forward." November 24.

1955. "Coliseum Commission Steps Up Arena Plans." January 7.

1955. "Arena Plans Expedited." February 16.

Los Angeles Times.

1955. "Knight Signs Bill for L.A. Sports Arena." April 30.

1956. "Officials Plan Tour of Arenas in Other Cities." March 19.

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1959. "Long Standing Dream Realized." July 5.

1959. "Hockey Future Bright in L.A." September 14.

1959. "Wilt Makes NBA Debut Tonight." September 30.

1960. "Lakers Play Hawks Here in 2 Games." February 7.

1960. "Sports Arena Paying Itself Off at Fast Clip." May 12.

Los Angeles Times.

1960. "Lakers Schedule 25 NBA Games for Sports Arena." September 8.

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1961. "Wilma, O'Brien, Boston Set Records." January 22.

1962. "Century City to Start Work on 5 Major Buildings in '63." December 24.

1964. "The Product of 'Total Design.'" December 6.

1966. "Goodbye Arena?" February 11.

2005. "Beliefs; From Old Boxing Arena to a House of Worship; Grand Olympic Auditorium will become home to a fast-growing Korean American congregation." August 13.

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Nelson, Lee H. FAIA. *Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Identifying Their Character*. Washington, D.C.: U.S. Department of the Interior, National Park Service, 1998. Online at: http://www.nps.gov/hps/tps/briefs/brief17.htm

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Attachments:

DPR 523 Forms

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*** Resource Name or #:** Los Angeles Memorial Sports Arena

P1. Other Identifier: _____

*** P2. Location:** ☑ **Not for Publication** ☐ **Unrestricted** **a. County** CA

b. USGS 7.5' Quad _____ **Date** _____ **T**____; **R**____; ____ **1/4 of** ____**1/4 of Sec**____; _____ **B.M.**

c. Address 3939 South Figueroa Street **City** Los Angeles **Zip** 90037

d. UTM: (Give more than one for large and/or linear feature) **Zone** _____, _____**mE/** _____**mN**

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Los Angeles County Tax Assessor's Parcel Number: 5037-027-937

*** P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Sports Arena is an ellipse-shaped, multi-use facility, on a north-south axis. It is located in Exposition Park, at the northwest corner of South Figueroa Street and Martin Luther King, Jr. Boulevard (formerly Santa Barbara Avenue). It is the sister facility of the Los Angeles Memorial Coliseum, which is located just to the northwest across an access road. The Sports Arena's roof is an elliptical transverse steel truss roof, spanning 315' x 430'. The exterior material of the lower walls is comprised of concrete block construction. There are no exterior windows. According to articles/ads published at the time of construction, the interior length was 437 feet and the interior width was 317 feet (this assumes the statistic is referring to arena floor level without seating). It is 262 feet in length between permanent seat lines and 144 feet in width between permanent seat lines. Length of floor between columns is 278 feet and width between columns is 160 feet. Floor to roof height managed a 75 foot clearance to the first steel girder. Total arena floor space topped out at 130,000 square feet, with concourse level floor space totaling over 101,000 square feet. The main entrance, originally located on the east side of the building facing South Figueora Street, is now located on the south side of the site facing the parking lot. In conjunction with that move, a new ticket office was added to the building in the 1970s.

*** P3b. Resource Attributes:** (List attributes and codes) HP42 Stadium/sports arena

*** P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Facing west from South Figueroa Street.
January 25, 2006.

*** P6. Date Constructed/Age and Sources:**
☐ Prehistoric ☑ Historic ☐ Both
1959 Factual /Various sources

*** P7. Owner and Address:**
State of California
3939 South Figueroa Street
Los Angeles, CA 90037-1200

*** P8. Recorded by:** (Name, affiliation, address)
Jessica Feldman
ICF Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

*** P9. Date Recorded:** 7/27/2010

*** P10. Survey Type:** (Describe)
Intensive

*** P11. Report Citation:** (Cite survey report/other sources or "none")
ICF Jones & Stokes, 2010, Los Angeles Memorial Sports Arena Historic Assessment, prepared for the Commission

*** Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HR #

BUILDING, STRUCTURE, AND OBJECT RECORD

* NRHP Status Code 3CS

* Resource Name or #: Los Angeles Memorial Sports Arena

B1. Historic Name: Los Angeles Memorial Sports Arena

B2. Common Name Same

B3. Original Use: Commercial B4. Present Use: Commercial

* B5. Architectural Style: Modern

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The Sports Arena has been altered, primarily on the interior. The building was also damaged in the 1994 Northridge earthquake and required seismic retrofitting, which was accomplished in 2002. On the exterior, the most significant change occurred when the main entrance was moved from the east side to the south side at the parking lot. The move also introduced the only addition to the building, the ticket office.

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: Original Location:

* B8. Related Features:

B9a. Architect: Welton Becket and Associates b. Builder: L. E. Dixon Company

* B10. Significance: Theme Sports and entertainment venues Area Los Angeles

Period of Significance 1959-1967 Property Type Arena Applicable Criteria CR1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

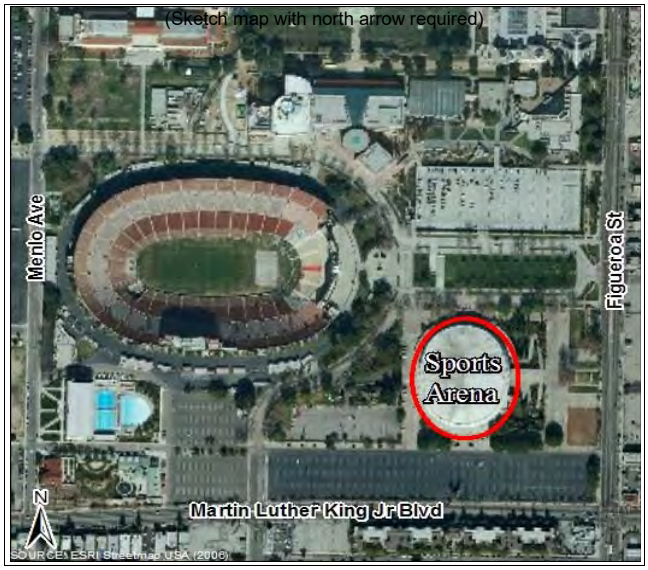
The Los Angeles Memorial Sports Arena appears eligible for the California Register of Historical Resources under Criterion 1 for its association with events that have made a significant contribution to Los Angeles history. Designed by architect Welton Becket and Associates in 1959, the Sports Arena became the first modern indoor sports arena in the city that could accommodate up to 18,000 seated patrons under one roof. Numerous events occurred at the Sports Arena that would be considered important to the history of Los Angeles, as well as to California and the nation. In 1960, the Democratic National Convention nominated John F. Kennedy as the Democratic Party's candidate for president at the Sports Arena. The 1961 Freedom Rally, sponsored by the Western Christian Leadership Conference, featured Dr. Martin Luther King, Jr. as their primary speaker. The Sports Arena was where the first professional hockey team in Los Angeles, the Kings, played until the Great Western Forum was finished and where semi-professional hockey was played from 1959 to 1967 (the Blades); it was where semi-professional and professional basketball teams such as the Jets, the Stars, the Clippers and Lakers played; college basketball teams UCLA and USC once played here; the NCAA held their tournament here. Other events that were held at the Sports Arena include boxing matches, rodeos, home shows, auto shows, circuses, water follies and roller derbies. Although the period of significance has been established as 1959 to 1967, the year the "superstadium" era began, rendering older venues like the Sports Arena obselete, the building continued to provide space and accommodation for local professional sports teams, college sports and tournaments, as well as fulfill its function to house a variety of other exhibitions, shows and gatherings. Furthermore, although the building lacks integrity of materials and workmanship, it does retain enough integrity of exterior design to convey the original design.

B11. Additional Resource Attributes: (List attributes and codes):

* B12. References:

"Sports Arena Chronology," published by the Coliseum Commission
"Preview," publicity brochure published by the Coliseum Commission
Various Los Angeles Times articles, 1938-1966

B13. Remarks:



* B14. Evaluator: Jessica Feldman

Date of Evaluation: 1/25/2006

(This space reserved for official comments.)

APPENDIX E:
Noise Worksheets

Summary			
Filename	831_Data.002		
Serial Number	1371		
Model	831		
Firmware Version	1.5		
User			
Location	1.0		
Job Description			
Note			
Measurement Description			
Start	2010/09/09 11:30:26		
Stop	2010/09/09 11:45:27		
Duration	0:15:00.0		
Run Time	0:15:00.0		
Pause	0:00:00.0		
Pre Calibration	2010/09/09 11:24:31		
Post Calibration	None		
Calibration Deviation	---		
Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRM831		
Integration Method	Linear		
Gain	0.0 dB		
Overload	144.5 dB		
	A		**C**
Under Range Peak	76.3		73.3
Under Range Limit	**26.4**		26.7
Noise Floor	17.2		17.6
Results			
LAeq	60.4 dB		
LAE	89.9 dB		
LZpeak (max)	2010/09/09 11:36:32		98.8
LASmax	2010/09/09 11:33:10		71.0
LASmin	2010/09/09 11:33:53		52.3
SEA	-99.9 dB		
SPL 1 65.0 dB (Event Counts / Duration)	14		61.9
SPL 2 85.0 dB (Event Counts / Duration)	0		0.0
Peak 1 135.0 dB (Event Counts / Duration)	0		0.0
Peak 2 137.0 dB (Event Counts / Duration)	0		0.0
Peak 3 140.0 dB (Event Counts / Duration)	0		0.0
Community Noise	**Ldn**	**LDay 07:00-23:00**	
	60.4		60.4
LCeq	72.9 dB		
LAeq	60.4 dB		
LCeq - LAeq	12.5 dB		

Summary			
Filename	831_Data.003		
Serial Number	1371		
Model	831		
Firmware Version	1.5		
User			
Location	2.0		
Job Description			
Note			
Measurement Description			
Start	2010/09/09 11:50:34		
Stop	2010/09/09 12:05:35		
Duration	0:15:00.0		
Run Time	0:15:00.0		
Pause	0:00:00.0		
Pre Calibration	2010/09/09 11:24:31		
Post Calibration	None		
Calibration Deviation	---		
Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRM831		
Integration Method	Linear		
Gain	0.0	dB	
Overload	144.5	dB	
	A		**C**
Under Range Peak	76.3		73.3
Under Range Limit	**26.4**		26.7
Noise Floor	17.2		17.6
Results			
LAeq	57.9	dB	
LAE	87.4	dB	
LZpeak (max)	2010/09/09 11:57:55		96.1
LASmax	2010/09/09 12:03:21		72.7
LASmin	2010/09/09 11:58:12		50.1
SEA	-99.9	dB	
SPL 1 65.0 dB (Event Counts / Duration)	12		38.0
SPL 2 85.0 dB (Event Counts / Duration)	0		0.0
Peak 1 135.0 dB (Event Counts / Duration)	0		0.0
Peak 2 137.0 dB (Event Counts / Duration)	0		0.0
Peak 3 140.0 dB (Event Counts / Duration)	0		0.0
Community Noise	**Ldn**		**LDay 07:00-23:00**
	57.9		57.9
LCeq	70.6	dB	
LAeq	57.9	dB	

Summary		
Filename	831_Data.004	
Serial Number	1371	
Model	831	
Firmware Version	1.5	
User		
Location	3.0	
Job Description		
Note		
Measurement Description		
Start	2010/09/09 12:14:52	
Stop	2010/09/09 12:29:52	
Duration	0:15:00.0	
Run Time	0:15:00.0	
Pause	0:00:00.0	
Pre Calibration	2010/09/09 11:24:31	
Post Calibration	None	
Calibration Deviation	---	
Overall Settings		
RMS Weight	A Weighting	
Peak Weight	Z Weighting	
Detector	Slow	
Preamp	PRM831	
Integration Method	Linear	
Gain	0.0 dB	
Overload	144.5 dB	
	A	**C**
Under Range Peak	76.3	73.3
Under Range Limit	**26.4**	26.7
Noise Floor	17.2	17.6
Results		
LAeq	67.4 dB	
LAE	97.0 dB	
LZpeak (max)	2010/09/09 12:15:17	102.7
LASmax	2010/09/09 12:28:32	76.5
LASmin	2010/09/09 12:18:59	57.7
SEA	-99.9 dB	
SPL 1 65.0 dB (Event Counts / Duration)	18	704.0
SPL 2 85.0 dB (Event Counts / Duration)	0	0.0
Peak 1 135.0 dB (Event Counts / Duration)	0	0.0
Peak 2 137.0 dB (Event Counts / Duration)	0	0.0
Peak 3 140.0 dB (Event Counts / Duration)	0	0.0
Community Noise	**Ldn**	**LDay 07:00-23:00**
	67.4	67.4
LCeq	79.0 dB	
LAeq	67.4 dB	
LCeq - LAeq	11.6 dB	

Summary			
Filename	831_Data.005		
Serial Number	1371		
Model	831		
Firmware Version	1.5		
User			
Location	4.0		
Job Description			
Note			
Measurement Description			
Start	2010/09/09 12:35:03		
Stop	2010/09/09 12:50:04		
Duration	0:15:00.0		
Run Time	0:15:00.0		
Pause	0:00:00.0		
Pre Calibration	2010/09/09 11:24:31		
Post Calibration	None		
Calibration Deviation	---		
Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRM831		
Integration Method	Linear		
Gain	0.0	dB	
Overload	144.5	dB	
	A		**C**
Under Range Peak	76.3		73.3
Under Range Limit	**26.4**		26.7
Noise Floor	17.2		17.6
Results			
LAeq	76.3	dB	
LAE	105.8	dB	
LZpeak (max)	2010/09/09 12:42:42		116.0
LASmax	2010/09/09 12:48:01		87.9
LASmin	2010/09/09 12:47:48		59.5
SEA	-99.9	dB	
SPL 1 65.0 dB (Event Counts / Duration)	8		871.0
SPL 2 85.0 dB (Event Counts / Duration)	4		8.7
Peak 1 135.0 dB (Event Counts / Duration)	0		0.0
Peak 2 137.0 dB (Event Counts / Duration)	0		0.0
Peak 3 140.0 dB (Event Counts / Duration)	0		0.0
Community Noise	**Ldn**		**LDay 07:00-23:00**
	76.3		76.3
LCeq	83.1	dB	
LAeq	76.3	dB	
LCeq - LAeq	6.9	dB	

APPENDIX F:
Traffic Memorandum

FEHR & PEERS
TRANSPORTATION CONSULTANTS

DRAFT TECHNICAL MEMORANDUM

Date: October 25, 2010

To: Wes Pringle, Los Angeles Department of Transportation

From: Tom Gaul and Anjum Bawa

Subject: ***Proposed Redevelopment of the Los Angeles Memorial Sports Arena Traffic Assessment***

Ref: SM10-2413

This memorandum summarizes the results of a traffic assessment conducted by Fehr & Peers in support of the environmental processing of the proposed redevelopment of the Los Angeles Memorial Sports Arena. The traffic assessment involved a review of existing schedule and attendance level of events held at the Sports Arena and assessment of the potential traffic related impacts resulting from the proposed redevelopment of the Sports Arena.

PROJECT DESCRIPTION

The proposed project would involve the demolition and removal of the existing Sports Arena and the redevelopment of the project site. The Los Angeles Coliseum Commission is considering two different and mutually exclusive future uses for the project site:

- **Option 1: Multiple Use Space –** Under this option, all existing improvements on the project site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. The multiple use space would be improved to be greenscape while also providing additional surface parking for Coliseum events. It would have the necessary infrastructure to facilitate a number of public uses with different levels of attendance with electrical, plumbing and food service facilities. It would serve as a public venue for civic gatherings, capable of hosting a variety of celebratory and entertainment events such as parades, rallies, open-air meetings, neighborhood festivals, and the current book of events held at the Los Angeles Memorial Coliseum. Combined with the Coliseum, the campus supervised by the Coliseum Commission would provide the public with event facilities appropriate for crowds from 500 to 93,000 people and all sizes between.

- **Option 2: Multiple Use Small Capacity Event and Soccer Stadium –** Under this option, the existing Sports Arena would be removed and the site would be redeveloped with a multiple use small capacity event and soccer stadium. The outdoor event/soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 22,000. The stadium would host soccer games and open-air entertainment events such as concerts and civic gatherings. The stadium would also serve as a practice facility and staging area on non-event days.

Under both options, the Coliseum Commission would continue to lease the project site from the state and be responsible for its operations.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

GEOGRAPHIC SETTING

The existing Sports Arena is located at 3939 South Figueroa Street in Exposition Park in the City of Los Angeles, California and occupies an approximately 15-acre parcel of land within the boundaries of the Exposition Parking Master Plan Area. Exposition Park is approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. The Sports Arena is located generally in the southeastern portion of Exposition Park. Figure 1 shows the general location of Exposition Park with respect to downtown Los Angeles and the Sports Arena's orientation in Exposition Park. As can be seen, the project site is bounded by South Coliseum Drive to the west and north, Figueroa Street to the east, and Parking Lot 6 to the south.

EXISTING OPERATIONS

The Los Angeles Memorial Sports Arena is owned by the Los Angeles Memorial Coliseum Commission, which leases the parcels occupied by the Sports Arena and the Coliseum from the State. The existing Sports Arena is an indoor facility with 16,740 seats and has hosted a variety of sporting events including boxing, professional and college basketball, and hockey. It has also hosted a number of civic events including the 1960 Democratic Convention as well as numerous rock concerts, track meets, rodeos, home shows, auto shows, roller derbies, rallies, fundraisers, Latin dances, etc.

EXISTING SCHEDULE OF EVENTS AND ATTENDANCE

An analysis of existing schedule of events and attendance levels was conducted to develop an understanding of existing operations of the Sports Arena. Actual schedule and attendance data from the past five years (Years 2005 through 2009) for both the Sports Arena and the Coliseum were reviewed and summarized in Table 1. As shown in the table, in the past five years, the Sports Arena held, on average, 69 events a year. Of the 69 events, 60 had an attendance of less than 10,000 people, six events had an attendance between 10,000 to 20,000 people, and three events had an attendance of more than 20,000 people.

The data was analyzed to determine the number of events and their respective average attendance on a weekday vs. weekend. Table 2 shows number of events held at the Sports Arena on a weekday or weekend during the period between Years 2005 and 2009. As shown, on average, 29 events were held per year on a weekday vs. 40 events per year on a weekend. The maximum attendance size of events on a weekday ranged from 14,588 people in 2006 to 52,234 people in Year 2005. The maximum attendance size for a weekend event ranged from 17,351 people in Year 2005 to 55,132 people in Year 2009.

PROPOSED PROJECT POTENTIAL SCHEDULE OF EVENTS AND ATTENDANCE

The proposed event/soccer stadium under Option 2 would provide a maximum of 22,000 seats. The soccer stadium could become home to a Major League Soccer (MLS) team. Two MLS teams currently utilize the Home Depot Center, a multi-sport facility located on the campus of California State University, Dominguez Hills in the city of Carson, California. Thus, there is high demand for another MLS stadium in the Los Angeles region.

Based on information provided by the Coliseum Commission, in addition to hosting MLS games, the proposed event/soccer stadium would continue to host events of attendance levels similar to the ones held at the existing Sports Arena facility except that the events would be held in the open-air facility instead.

Year 2010 schedule and attendance data of local MLS teams were analyzed to determine the traffic impact of additional soccer events on neighborhood streets and roadways. Based on information obtained from www.mls-daily.com, 10 of 15 home games are typically scheduled to occur on Saturdays, three games on Sundays, and two games on Fridays. For the first seven games of the year (March through July 2010) a local MLS soccer team had an average attendance of 14,450 people per game, ranging from 12,597 to 18,653 (opening home game).

Based on this information, the proposed event/soccer stadium could host approximately two MLS games during a weekday and 13 MLS games on weekends in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena. Taking a conservative approach, even if all the MLS games on both weekdays and weekends were attended by 22,000 people (proposed maximum seating capacity of the soccer stadium), the additional events would not exceed the size of events the Sports Arena has historically been hosting at its existing facility.

TRAFFIC ASSESSMENT

Based on the above assessment, the new event/soccer stadium facility replacing the Sports Arena is not expected to generate significant new traffic impacts, for the following reasons:

- With the addition of MLS soccer games, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility.

- Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option1) or MLS stadium facility (Option 2) are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena.

- The Coliseum Commission will schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

The anticipated opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction) would provide event attendees with access to an ever-expanding regional rail and bus transit system, providing service to downtown Los Angeles and Culver City with direct connections to the Blue Line and Red Lines, which in turn have connections to Union Station, the Gold Line and the Green Line. It is anticipated that the Exposition LRT would result in reduced auto usage by the attendees and employees at Exposition Park, providing them with an alternative mode of travel to events and reducing traffic for both ongoing and new events.

TABLE 1

HISTORIC ATTENDANCE LEVELS AT LOS ANGELES SPORTS ARENA, YEAR 2005 TO 2009

	<10,000 Attendees		10,000 - 20,000 Attendees		> 20,000 Attendees	
Year	**No. of Events**	**Avg. Attendance**	**No. of Events**	**Avg. Attendance**	**No. of Events**	**Avg. Attendance**
Year 2005	69	3,925	7	11,185	0	0
Year 2006	73	3,945	4	15,128	3	33,410
Year 2007	67	3,838	6	14,438	4	32,844
Year 2008	71	2,923	8	12,680	3	37,915
Year 2009	20	5,695	4	14,117	3	47,165
AVERAGE	60	4,100	6	13,500	3	37,800

Source: Los Angeles Memorial Coliseum Commission

TABLE 2
HISTORIC WEEKDAY AND WEEKEND EVENT SCHEDULE AND ATTENDANCE LEVELS

Weekday

Year	No. of Events	Max. Attendance	Min. Attendance	Avg. Attendance
2005	32	14,681	510	3,591
2006	43	14,588	450	3,129
2007	22	24,343	565	5,538
2008	38	42,200	750	4,536
2009	10	52,234	1,670	11,862
Average	29			

Weekend

Year	No. of Events	Max. Attendance	Min. Attendance	Avg. Attendance
2005	44	17,351	704	5,550
2006	37	42,447	700	8,492
2007	55	37,221	150	6,423
2008	44	31,297	750	5,690
2009	18	55,132	2,340	11,367
Average	40			

Source: Los Angeles Memorial Coliseum Commission

FEHR & PEERS
TRANSPORTATION CONSULTANTS

PROJECT LOCATION

FIGURE 1

LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

Prepared for:
Los Angeles Memorial Coliseum Commission

January 21, 2011

SCH# 2010041059

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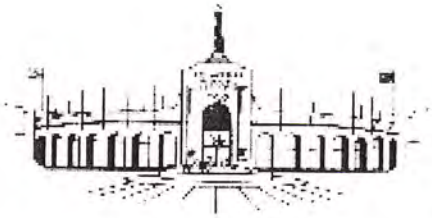

SITE OF 1932 AND 1984 OLYMPICS ATHLETICS COMPETITION OPENING & CLOSING CEREMONIES

SITE OF 1984 OLYMPICS BOXING COMPETITION

STATE OF CALIFORNIA
RICK CARUSO
DAVID ISRAEL
FABIAN R. WESSON

ANTHONY WILLIAMS
ALTERNATE

COUNTY OF LOS ANGELES
DON KNABE
MARK RIDLEY-THOMAS
ZEV YAROSLAVSKY

MICHAEL D. ANTONOVICH
ALTERNATE

CITY OF LOS ANGELES
BERNARD C. PARKS
BARRY A. SANDERS
W. JEROME STANLEY

TOM LaBONGE
JOHNATHAN WILLIAMS
ALTERNATES

LOS ANGELES MEMORIAL COLISEUM COMMISSION
COLISEUM, 3911 S. FIGUEROA ST. • (213) 747-7111 • SPORTS ARENA, 3939 S. FIGUEROA ST. • (213) 747-7111
FAX: (213) 748-5828 • LOS ANGELES, CALIFORNIA 90037 • FAX: (213) 746-9346

NOTICE OF COMPLETION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE REDEVELOPMENT OF THE LOS ANGELES MEMORIAL SPORTS ARENA

TO:	All Concerned Persons
FROM:	The Los Angeles Memorial Coliseum Commission
RE:	Los Angeles Memorial Sports Arena Redevelopment Project
LOCATION:	Los Angeles Memorial Sports Arena, 3939 S. Figueroa Street, Los Angeles, California
DATE:	January 21, 2011
SCH #:	2010041059

The Los Angeles Memorial Coliseum Commission (LAMCC), as Lead Agency under the California Environmental Quality Act (CEQA), is providing this courtesy notice that it has completed a Final Environmental Impact Report (EIR) for the Los Angeles Memorial Sports Arena Redevelopment Project ("Proposed Project"). This information is being provided for information purposes only and no action or response is required.

As required by CEQA, the Draft EIR for the Proposed Project was prepared and circulated during a 45-day public review period that began on November 15, 2010 and ended on December 30, 2010. Pursuant to Section 15132 of the State CEQA Guidelines, a Final EIR has been prepared and includes a list of persons, organizations, and public agencies that commented on the Draft EIR; all comments and recommendations received on the Draft EIR; written responses to each comment provided on the Draft EIR; and corrections and additions, as appropriate, to the Draft EIR.

Copies of the Final EIR, as well as the Draft EIR, Draft EIR Technical Appendices are available for the public to view via the Lead Agency's official website at http://www.lacoliseumlive.com., and at the LAMCC's Administrative Offices during normal business hours at the Sports Arena ticket office at 3939 S. Figueroa Street, Los Angeles CA 90037.

The LAMCC Board of Commissioners will conduct a public hearing regarding the Proposed Project, which may result in certification of the EIR. The Board meeting will be open to the public at the following time and location:

Place: Los Angeles Memorial Coliseum Board Room
(3939 S. Figueroa Street, South End of the Coliseum Peristyle)
Date: Wednesday February 2, 2010
Time: 2:30 p.m.

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[1] *Appendices A through F were included in the Draft EIR and are bound under separate cover.*

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I. INTRODUCTION/SUMMARY

INTRODUCTION

Sections 15089 and 15090 of the CEQA Guidelines require that prior to approving a project, a Final Environmental Impact Report (Final EIR) must be prepared for the review and consideration of the lead agency. Section 15132 of the CEQA Guidelines provides that a Final EIR shall consist of:

(a) The Draft EIR or a revision of the Draft.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the lead agency.

The lead agency must provide each agency that commented on the Draft EIR with a copy of the lead agency's proposed response at least ten days before certifying the Final EIR.

ORGANIZATION OF THE FINAL EIR

This document, together with the Draft EIR for the Project and the Technical Appendices to the Draft EIR (dated November 15, 2010), constitute the "Final EIR" for the Project.

The Final EIR is organized in the following sections:

I. Introduction/Summary: This section is intended to provide a brief overview of the CEQA requirements and EIR history for the Project. This section also provides a summary of the Proposed Project, areas of concern, issues to be resolved, alternatives to the Proposed Project, and environmental impacts and mitigation measures.

II. Corrections and Additions: This section provides a complete overview of the corrections and additions that have been incorporated into the Draft EIR in response to the comments submitted during the public review period.

III. Responses to Comments on the Draft EIR: This section includes detailed responses to the comment letters submitted to the City in response to the Draft EIR. Copies of the comments letters are incorporated as Appendix G to the EIR.

IV. Mitigation Monitoring Program: This section includes a list of the required mitigation measures and includes detailed information with respect to the policies and procedures for implementation of the

mitigation measures. This Mitigation Monitoring Program (MMP) identifies the monitoring phase, the enforcement phase and the applicable department or agency that is responsible for ensuring each recommended mitigation measure is implemented.

CEQA PROCESS

The California Environmental Quality Act (CEQA) (Public Resources Code (P.R.C.) Division 13, § 21000 et seq.) was enacted in 1970 with the main objective of providing public disclosure to inform decision makers and the public of the significant environmental effects of proposed activities and to require agencies to avoid or reduce the environmental effects by implementing feasible alternatives or mitigation measures.

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed Sports Arena Redevelopment Project requires discretionary approval from the Los Angeles Memorial Coliseum Commission (LAMCC) and, therefore, is subject to the environmental review requirements established under CEQA. For purposes of complying with CEQA, LAMCC is identified as the Lead Agency for the Proposed Project.

A Draft Environmental Impact Report (EIR) was prepared in accordance with CEQA, the State CEQA Guidelines (California Code of Regulations (C.C.R.), Title 14, Division 6, Chapter 3, §§ 15000-15387, as amended). The State CEQA Guidelines § 15121(a) provides the following description of an EIR:

> *An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*

Furthermore, the Draft EIR was prepared in accordance with State CEQA Guidelines § 15151 which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

This EIR is a Project-level EIR in accordance with State CEQA Guidelines §§ 15161-15168.

Notice of Preparation and EIR Scope

The Notice of Preparation was circulated to local and regional government agencies and the general public for a 30-day public review period starting on April 19, 2010 and ending on May 19, 2010. The NOP was subsequently re-circulated on May 27, 2010 to announce a public scoping meeting would be held to solicit comments from the general public and responsible agencies with regard to the scope of the EIR. The re-circulated NOP comment period began on May 27, 2010 and ended on June 30, 2010.

The public scoping meeting was held on June 16, 2001 at 9:30 a.m. at the Los Angeles Memorial Coliseum Commission's Board Room at 3939 S. Figueroa Street, in Los Angeles CA. Appendix A to the Draft EIR contains copies of both NOPs, the scoping meeting attendance sign-in sheet, and all written comments submitted to the lead agency in response to the NOPs. Based on a preliminary assessment of the Proposed Project and comments received in response to the NOP and at the public scoping meeting, the Lead Agency determined that the following environmental issue areas should be included within the scope of the EIR:

- Aesthetics (Views, Light and Glare)
- Air Quality
- Global Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Noise/Vibration
- Public Utilities (Water, Sewer, Energy Conservation, Solid Waste)
- Public Services (Police and Fire Protection)
- Transportation/Traffic/Parking
- Cumulative Impacts

Public Participation

To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires the Draft EIR to be circulated during the public review period to all responsible agencies, trustee agencies, and the general public. Consistent with CEQA, the Draft EIR was circulated for a 45-day review period (P.R.C. § 21091 (a)). The Draft EIR public review period began on November 16, 2010 and ended on December 30, 2010. During this period, the Draft EIR was made available to the public via the LAMCC's official website at: http://www.lacoliseumlive.com. Copies of the Draft EIR and all documents referenced in the Draft EIR were also available for public review at the LAMMC's Administrative Offices during normal business hours.

In response to the Draft EIR, a total of eight comment letters were received by the lead agency. The comment letters and responses to the comment letters are contained in Section III, Responses to Comments to this Final EIR.

PROPOSED PROJECT SUMMARY

Project Location

The Los Angeles Memorial Sports Arena ("Sports Arena") occupies an approximate 15-acre parcel of land within the boundaries of the Exposition Park Master Plan Area. Exposition Park is located approximately two miles southwest of the downtown Los Angeles area and encompasses a total of 160 acres. Exposition Park is bounded by Exposition Boulevard to the north, Figueroa Street on the east, Martin Luther King, Jr. Boulevard on the south, and Vermont Avenue on the west. Exposition Park is the largest park in the Central Los Angeles area of the City of Los Angeles. The Sports Arena is generally situated in the southeastern portion of Exposition Park.

Project Characteristics

The Proposed Project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. In an effort to be responsive to changing community needs and market conditions, the LAMCC is considering two different and mutually exclusive future uses for the Project Site: Option 1, which consists of a Multiple Use Space for civic and special event gatherings; or Option 2: a Major League Soccer Stadium with approximately 22,000 seats. Both of these development options are analyzed in an equal level of detail in this EIR to allow flexibility for the decision–makers to select either one of the two projects.

Under Option 1, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed and the site would be redeveloped with an open-air multiple use space. This multiple use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic gatherings and announcements, capable of hosting a variety of celebratory and entertainment civic events such as parades, rallies, public gatherings, festivals and neighborhood carnivals similar to the current outdoor event usage at the Sports Arena. Under this proposal, the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the City to produce civic events.

The Multiple Use Space Option would be primarily developed as an open-air amphitheater. However, as a Multiple Use Space, the intent of this Option is to provide flexibility in event programming to stimulate the local economy and promote civic activity. The Multiple Use Space could support stand-alone events confined to the 15-acre project site or, alternatively, provide flexible uses for joint events held at the Coliseum. For events held at the Coliseum, the Multiple Use Space could serve as an extension of the park-like grounds within Exposition Park, be utilized as an overflow surface parking lot, or serve as an

extension to the event activity and staging areas.

Under Option 2, the existing Sports Arena would be removed and the site would be redeveloped with a Major League Soccer (MLS) Stadium, with the goal of creating a modern, world-class sports complex on the Project Site in accord with site's history. The VIP parking lot would remain to the west of the proposed stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would have a permanent seating capacity of approximately 22,000. The state-of-the art venue would host MLS games, USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would also serve as a practice facility for local soccer teams. Under this Option the Coliseum Commission would continue to lease the Project Site from the State and be responsible for its operation, and would partner with the League, private promoters, the City, County or State to produce soccer games and civic events. It is expected to be a high-profile attraction within the City of Los Angeles, with nationally televised events and visitation from world-renowned athletes and coaches.

ALTERNATIVES

Section 15126.6(c) of the State CEQA Guidelines requires that the Draft EIR include a reasonable range of project alternatives that could feasibly accomplish most of the basics objectives of the Proposed Project and could avoid or lessen one or more of the significant effects of the Proposed Project. The following Alternatives are analyzed in the Draft EIR:

- **No Project Alternative:** The No Project Alternative would be the result of not approving the Proposed Project. Under this scenario, the Los Angeles Memorial Sports Arena would continue operating as it currently is without any physical improvements or renovation projects.

- **Historic Retention Alternative.** This Alternative would consist of renovating the Los Angeles Sports Arena in accordance with the Secretary of Interior's Standards for the Rehabilitation and Renovation of Historic Structures. The existing structure would not be demolished and renovation efforts would be aimed at maintenance projects and providing modern amenities to make the facility an attractive and desirable location for sporting, entertainment and civic events.

Section VI, Alternatives to the Proposed Project, of the Draft EIR includes a detailed description of each of the above-listed Alternatives, including the logic in choosing the Alternative and an analysis of the potential environmental impacts of each Alternative as compared to the impacts of the Proposed Project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table I-1, beginning on the following page, summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Aesthetics		
Views Under Option 1, Multiple Use Space, all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be demolished and the site would be redeveloped with an open-air greenspace with an amphitheater. The proposed Multiple Use Space Option would contrast sharply with the existing aesthetic and visual character of the existing Project Site, as the existing Sports Arena would be replaced with an open air landscaped area with no structures. In this regard aesthetic impacts would be less than significant. Under Option 2, MLS Stadium, the existing Sports Arena would be removed and the site would be redeveloped with a MLS Stadium. The outdoor soccer stadium (including associated support facilities) would be oriented on a north-south axis and would occupy the existing footprint of the Sports Arena building. Architecturally, the stadium would resemble other comparable venues in the nation, such as the Home Depot Center in the City of Carson, home to both the Los Angeles Galaxy and Chivas USA of Major League Soccer. It would feature dome-style geometry typical of stadium architecture, partially topped by a curved canvas tensile canopy on its west and east sides. The lighting to be used for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Similar to existing conditions, low level security lighting would also be installed throughout the remainder of the site to mark walkways, parking areas, restroom facilities, and entrances. Signage A detailed signage program has not been developed for either Option at this time. However, in the absence of any specific programmatic goals for signage it is assumed that the project would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC,	MM A-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. MM A-2 The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.	Impacts related to aesthetics would be less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
the design guidelines of the South Los Angeles Community Plan as it pertains to signage, and the overriding rules and regulations set forth in the Coliseum Signage Overlay District. As such, aesthetic impacts related to signage would be less than significant. Light and Glare Environmental impacts to the adjacent residential properties to the south of Martin Luther King, Jr. may result due to excessive illumination on the project site. The Multiple Use Space will include permanent lighting fixtures to illuminate landscaped areas, way-finding and directional signage, and pedestrian pathways for safety and security purposes. The lighting plan would consist of low-level directional lighting fixtures to minimize light trespass to off-site properties. The Multiple Use Space Option would also employ portable event lighting that would be brought in and set up on an event-by-event basis to illuminate the amphitheater stage and surrounding areas. Due to the fact that the amphitheater stage will be set below grade, and the stage lighting will be directed downward towards the stage, event lighting it is not anticipated to result in any light trespass to off site properties. Mitigation Measure A-1 is recommended to ensure lighting impacts from both permanent and portable lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant. Under the MLS Stadium Option, exterior stadium lights are proposed which could result in light spillage onto adjacent properties and land uses. Mitigation Measure A-1 is recommended to ensure lighting impacts from exterior and field lighting fixtures are minimized to the maximum extent possible. Aesthetic impacts associated with light and glare would be less than significant. Under both Options the potential exists for excessive and disruptive glare impacts to result from architectural materials yet to be selected. As such mitigation measure A-2 is recommended to reduce this impact to an acceptable level.		

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Air Quality		
Construction Impacts Construction activities would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the project site; delivery and hauling of construction supplies and debris to and from the project site; and, the fuel combustion generated by on-site construction equipment. On-site emissions generated by the Proposed Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NOx (in the form of NO2), CO, PM_{10}, and $PM_{2.5}$ at a receptor distance of 82 feet. Thus, the on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 82 feet (i.e., 164, 328, 656, and 1,640 feet). Therefore, the localized air quality impacts resulting from construction emissions associated with the Proposed Project would be less than significant. Thus, impacts on sensitive receptors resulting from construction-related emissions would also be considered less than significant. Operational Impacts Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. Stationary source emissions would be reduced compared to existing conditions, impacts would be considered less than significant.	MM B-1 The Project Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. MM B-2 The Project Applicant shall use low VOC paints for all interior and exterior surfaces.	Therefore, regional construction-related air quality impacts would be considered significant and unavoidable. Operational impacts would be less than significant without mitigation measures.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
With respect to mobile sources, the Proposed project under either option would not increase the maximum size of the events currently held at the facility. Combined with the Coliseum, the Project Site supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Accordingly, mobile source emissions would also not be increased as a result of the Proposed Project and operational impacts related to regional and localized emissions would be considered less than significant.	MM C-3 Pursuant to the SCAQMD recommendations, the Project shall implement the following measures to the extent feasible: • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow; • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site; • Reroute construction trucks away from congested streets or sensitive receptor areas; • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation; • Use coatings and solvents with a VOC content that meet or exceed the requirements of Rule 1113; • Construct/build with materials that do not require painting; • Use pre-painted construction materials; • Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency; • Use electricity from power poles rather than temporary diesel or gasoline power generators; • Use 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export); • Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	the following: o Project start to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. o January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. o Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • A copy of each unit's certified tier specification,	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.	
Global Climate Change/Greenhouse Gas Emissions		
Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. Anticipated GHG emissions were calculated for each year of construction of the proposed project. It is estimated thet 878 metric tons of CO2e would be generated in 2011 and 451 metric tons of CO2e would be generated in 2012, representing approximately 0.000002 percent and 0.000001 percent of the 2008 State-wide level, respectively. This amount is considered to be less than significant as the construction activities would be finite and not persist after construction. Operational GHG emissions generated by both stationary and mobile sources would result from future activities on the Project Site. Stationary area source GHG emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile GHG emissions would be generated by the motor vehicles traveling to and from the project site. With respect to stationary GHG sources, Project Option 1 would result in the development of an open-air, all-grass amphitheater. Project Option 2 would result in the development of an open-air MLS Stadium. Under either Option the Project would result in a substantial reduction of stationary source GHG emissions such as water and space heating, air conditioning, and cooking appliances. Under both options, the Proposed Project would replace an existing venue over 50 years old with a state-of-the art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site.	See the water and energy conservation measures identified under Public Utilities, below.	Impacts related to the generation of GHGs would be considered less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Therefore, stationary source GHG emissions would be reduced compared to existing conditions. With respect to mobile sources, the Proposed Project is not expected to generate significant new traffic impacts. The new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility. Accordingly, mobile source GHG emissions would also not be increased as a result of the Proposed Project.		
Historic Resources		
The Los Angeles Memorial Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of events. The Sports Arena is now more than 50 years of age and, based on an evaluation by ICF Jones & Stokes (July 2010), appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. As such, the Sports Arena has been determined to be a historically significant resource, the demolition of which would result in a significant environmental impact.	MM H-1. Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information; b) Duplicates of historic photographs, if available; c) Duplicates of original drawings, if available; and d) Large format (4-inch by 5-inch negative or larger) black and white 35-millimeter photographs based on HABS guidelines. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.	The demolition of the Sports Arena, which has association with events that have made a significant contribution to Los Angeles history, would be considered significant and unavoidable.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Hydrology and Water Quality		
Surface Water Quality During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and removal and re-compaction or replacement of fill areas. Other pollutants that could affect surface-water quality during the Project construction phase include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides). Discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB. Under the Construction General Permit, the project contractor must ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared prior to grading and implemented during construction. Mitigation Measure E-1 requires the Project Applicant to prepare a SWPPP to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. Once the Project has been constructed with either Options 1 or 2, urban runoff from the Project Site would have the potential to include all of the above contaminants. The Project Applicant would be required to prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program for both Options 1 and 2. Post-construction BMPs (e.g., biofiltration swales, flow-through planters, and educational materials) would be used to reduce pollutant loadings in runoff. Preparation and implementation of the SUSMP would ensure that water quality impacts of the Project would be minimized and that the Project would not violate any water quality standards. Therefore, Project impacts related to surface water	MM E-1 The Project Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. MM E-2 The Project Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. MM E-3 The Project Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").	With the implementation of Mitigation Measures E-1 through E-3, impacts related to hydrology and water quality would be less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
quality would be less than significant. The Project Site in its existing state is mostly impervious. Stormwater runoff from the site discharges to landscaped areas or to the local stormdrain system. Development of Option 1 would greatly increase the permeability of the site, as most of the 15-acre site would be converted to landscaped areas. Minimal paving would be required for pedestrian pathways and for the concrete stage/foundation within the amphitheater. Under Option 2, MLS Stadium, permeable areas would be only slightly increased as compared to the existing conditions, and the Stadium would be an open air and uncovered stadium. Thus, under either Option, the project design would not increase the amount of impervious areas and stormwater conditions would be improved compared to existing conditions. The potential for erosion/siltation as a result of runoff from the Project Site would be limited by the increased landscaped cover of the site. The landscaped areas would be designed and maintained to limit soil erosion. Project Therefore, impacts associated with erosion/siltation would be less than significant with mitigation.		
Land Use and Zoning		
Construction Impacts Construction of the Proposed Project under either Option (the Multiple Use Space or the MLS Stadium) would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in detail in Sections IV.B, Air Quality; IV.G, Noise; and IV.J.1, Traffic, Transportation and Parking, of this EIR. The Proposed Project would redevelop the site with a similar serving land use and thus would be consistent with the existing composition of land uses	(See Sections IV.B, Air Quality, IV.G, Noise, and IV.J, Traffic, Transportation and Parking.) MM.F-1. The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance.	Incorporation of the mitigation measures for construction-related traffic, noise, and air quality impacts identified in Sections IV.B, Air Quality, IV.G, Noise this Draft EIR would serve to reduce the Proposed Project's anticipated construction impacts, but significant and

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
within Exposition Park, and compatible with the existing community in the vicinity of the Project Site. No new significant or substantially altered land use compatibility impacts on the existing surrounding land uses are anticipated. Furthermore, the Proposed Project would be consistent with various regional land use plans, such as Southern California Association of Governments (SCAGs) Regional Transportation Plan (RTP), the South Coast Air Quality Management District's Air Quality Management Plan (AQMP), and the Regional Water Quality Control Board's National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit requirements, and Los Angeles County's Congestion Management Plan (CMP) and City of Los Angeles Department of Transportation (LADOT) Guidelines. On a local level, the Proposed Project would be generally consistent with the City of Los Angeles General Plan designation for the Project Site, which is OS, Open Space. This designation permits parks and community centers under the ownership and operation of a public agency. Furthermore, economic growth would be fostered along the Figueroa corridor within the City's Redevelopment Plan area, consistent with the goals identified in the CRA's Five Year Implementation Plan. As a result, the Proposed Project would be consistent with the City's General Plan and the Redevelopment Plan and no impacts are anticipated. The Proposed Project uses are consistent with the allowable uses for the OS-1XL (Open Space) zone, which permits parks and recreation facilities (including park land/lawn areas and athletic fields). With regard to the Project Site's height district of 1XL, which limits the maximum FAR to 3:1 and the height of a building or structure to two stories and 30 feet, the Proposed Project would require a discretionary action to exceed this limitation. With approval of the required discretionary actions, project impacts related to land use would be less than significant.		unavoidable impacts would result on a temporary basis during the construction period. The proposed project under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium) would be consistent with the underlying General Plan and Zone Designation, the Redevelopment Plan, the Exposition Park Master Plan, and applicable regional plans and regulations. As such, impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant prior to mitigation and no mitigation measures are required.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Noise		
Construction Noise Construction activities with the Proposed Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the project site; and delivery and hauling of construction supplies and debris to and from the project site. Outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 77 dBA to 86 dBA Leq with the use of noise-attenuating devices. Thus, construction activities associated with the Proposed Project would result in a temporary or periodic increase in noise levels at some of the off-site noise sensitive receptor locations. Accordingly, construction activities associated with the Proposed Project would generate a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity, and impacts would be considered potentially significant. Construction-Related Groundborne Vibration Construction activities that would occur within the Project Site would include demolition and excavation, which would have the potential to generate low levels of groundborne vibration. The vibration level that would be experienced by the Project's construction activities would not exceed the Federal Railway Administration's vibration impact thresholds, and this impact would be considered less than significant. Operational Noise – Special Event Noise Under both project options, the existing indoor venue would be replaced with an outdoor venue. Noise sources from special events at the open-air amphitheater or soccer stadium would include: crowd noise (particularly yells and cheers at high attendance soccer or concert events); a public address system (amplified public announcements and/or play-by-play announcements); amplified concert music; traffic-related noise from	Code Required Measures CR G-1 The Applicant shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. CR G-2 The Applicant shall ensure construction and demolition be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. Project-Specific Mitigation Measures MM G-1 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. MM G-2 The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers. MM G-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	Construction Noise: Significant and unavoidable. Construction Groundborne Vibration: Less Than Significant. Operational Event Noise: Significant and unavoidable. Traffic & Parking Lot Noise: Less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
motorists traveling to and from events (discussed in detail below); and helicopters and other aircrafts covering events. It is anticipated that noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. It is typically expected that the sound level achieved for concert music, particularly popular or rock type music, would be in the 95 to 110 decibel range within the venue boundaries. Operational noise impacts from special events would be considered potentially significant.	50 feet) shall be posted on the construction site identifying a telephone number where residents can inquire about the construction process and register complaints. MM G-4 The perimeter of the Project Site 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.	
Public Services – Fire Protection Services		
Under Option 1 (Multiple Use Space) and Option 2 (MLS Stadium), the demands placed upon the Los Angeles Fire Department would be substantially similar to the current conditions, as all of the aforementioned uses would generate large public gatherings. Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the Proposed Project. In addition, compliance with the listed Code-Required Measures, as well as any additional recommendations made during later reviews of the Proposed Project by the Fire Department will reduce potential impacts to less than significant levels.	MM H.1-1 Sprinkler systems will be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.09.07). MM H.1-2 All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.09.06, Subsection B-1). MM H.1-3 The maximum distance between fire-flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet. MM H.1-4 Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.09.03, Subsection A). MM H.1-5 If any portion of the first story exterior walls of any building structure is more than 150 feet from the	Less Than Significant

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.09.03, Subsection B.) MM H.1-6 When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.09.03, Subsection C). MM H.1-7 All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549. MM H.1-8 Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade. MM H.1-9 Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area. MM H.1-10 All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.09.05). MM H.1-11 Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	MM H.1-12 In the event that a subterranean parking structure is included as a part of the Proposed Project, and where fire apparatus will be driven onto the road level surface of such subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.	
Public Services – Police Protection Services		
Construction Impacts The Proposed Project has the potential to adversely affect police services during the construction period due to an increased potential for theft and vandalism. However, the Proposed Project would employ mitigation measures including erecting temporary fencing around the construction site, and installing a security camera to discourage trespassers as well as deploying security guards to monitor the construction site and deter any potential criminal activity. Implementation of the recommended mitigation measures would reduce the demands upon police services during construction of the Proposed Project and reduce the potentially significant impact to a less-than-significant level. Operational Impacts The Proposed Project has the potential to place high demands upon police protection services during operation as a result of the redevelopment of the site as a public venue. However, the Proposed Project includes security/design features that would reduce the demand for police service to less than significant levels. In addition private security staff will be employed for special events, in a manner that is consistent with the current operations. The Proposed Project would be subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to address police protection service demands adequately. Thus, the Proposed Project would not necessitate new or expanded police facilities, and impacts to police services	H.2-1 The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers. H.2-2 Project Event Sponsors shall employ private security guards to monitor and secure the Project Site during events to secure the site and deter any potential criminal activity. H.2-3 The Project Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components: i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services shall provide a 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. ii. The parking garage shall be fitted with emergency	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
and facilities would be less than significant.	features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system. iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.	
Public Utilities - Wastewater		
The peak and average wastewater flows from the Project Site would not be increased compared to existing conditions and it is anticipated that the existing wastewater infrastructure in the vicinity would be able to accommodate the Proposed Project. As such, impacts with respect to local sewer capacity would be less than significant. With respect to wastewater treatment facilities, as stated above, the HTP currently processes average wastewater flows of approximately 340 mgd, resulting in a remaining capacity of approximately 110 mgd. The peak and average wastewater flows from the Proposed Project would not be increased compared to existing conditions and would not substantially alter the treatment capacity presently available at the HTP. Thus, impacts are considered to be less than significant.	No mitigation measures are required.	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
Public Utilities – Water		
Construction The Project Area is currently served by adequate potable water infrastructure. Construction of the Proposed Project would require connection to the existing potable water infrastructure in the Project's service area to serve the Project's operational demands. The Project's water demands (i.e., quantity, size and type of infrastructure) will be determined by the Applicant's engineering consultants in consultation with the Los Angeles Department of Building and Safety based on applicable building code requirements. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, temporary disruptions in local water service during the construction period are not anticipated and impacts would be less than significant. Operation The peak and average water demand for the Project Site would not be increased compared to existing conditions and it is anticipated that the existing water supply infrastructure in the vicinity would be able to accommodate the Proposed Project. Thus, as the projected water demand of the Proposed Project would be similar to existing conditions at the Project Site, it is anticipated the future water demand be within the 20-year water demand growth projected in the City of Los Angeles' Year 2005 Urban Water Management Plan. Furthermore, because the water demands of the Proposed Project are within the 20-year water demand growth projected in the UWMP and water supplies are considered to be reliable, impacts associated with regional water supplies would be less than significant. In addition, the LADWP imposes water conservation mitigation measures for all projects within its jurisdiction. Implementation of these water conservation measures would ensure impacts related to water	MM I.2-1 The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles: • High efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High efficiency urinals (0.5 gallons per flush or less, includes waterless); • Restroom faucet flow rate of 1.5 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 2.0 gallons per minute or less; • Limit of one showerhead per shower stall; • High efficiency clothes washers (water factor of 6.0 or less); • High efficiency dishwashers (Energy Star rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration;	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
supply remain less than significant.	• Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling; (Note: Single pass cooling refers to the use of potable water to extract heat from process equipment) • Irrigation system requirements: o Weather-based irrigation controller with rain shutoff; o Flow sensor and master valve shutoff (large landscapes); o Matched precipitation (flow) rates for sprinkler heads; o Drip/microspray/subsurface irrigation where appropriate; o Minimum irrigation system distribution uniformity of 75 percent; o Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; o Use of landscape contouring to minimize precipitation runoff; • Metering: o All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); Standard Urban Stormwater Mitigation Plan (SUSMP):	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.	
Public Utilities – Energy Conservation		
Construction Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant. Operation - Electricity The peak and average electricity demand for the Project Site would not be substantially increased compared to existing conditions and it is anticipated that the existing electrical infrastructure in the vicinity would be able to accommodate the Proposed Project. With modern energy-efficient construction materials and operating equipment, the Proposed Project would promote conservation in accordance with the policies identified in Title 24 and in the City of Los Angeles General Plan Framework. While impacts upon regional energy resources are expected to be less than significant, the LADWP imposes standard mitigation measures for all new projects to further reduce project impacts and promote conservation efforts. Implementation of these measures would further reduce the project's overall demand for electricity to ensure the project's impacts remain less than significant. Natural Gas The peak and average natural gas demand for the Project Site would not substantially increase as compared to existing conditions and it is	MM I.3-1 Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations. MM I.3-2 The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air-conditioning equipment in accordance with building demands; and • The isolation of air conditioning to any selected floor or floors. MM I.3-3 The project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before	Project impacts on energy resources or infrastructure systems would be less than significant without mitigation. The proposed mitigation measures would further reduce energy demand.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
anticipated that the existing natural gas infrastructure in the vicinity would be able to accommodate the Proposed Project. Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. The project would require local infrastructure improvements to connect to the existing infrastructure serving the project area. "Hooking-up" disruptions, however, cannot be determined until the actual natural gas demand is known. Impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment.		being exhausted.	
	MM I.3-4	The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather.	
	MM I.3-5	The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.	
	MM I.3-6	The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.	
	MM I.3-7	The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.	
	MM I.3-8	Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.	
	MM I.3-9	White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.	
	MM I.3-10	Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	MM I.3-11 Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. MM I.3-12 The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures. MM I.3-13 The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces. MM I.3-14 The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load. MM I.3-15 The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption. MM I.3-16 The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. MM I.3-17 Mechanical systems (HVAC) and lighting buildings shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. MM I.3-18 The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.	

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
	MM I.3-19	Design Project shall focus pedestrian activity within sheltered outdoor areas.	
Public Utilities – Solid Waste			
Construction Construction of the Proposed Project would require the demolition of the existing Sports Arena. Approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated which includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. As such, construction of the Proposed Project would generate construction debris that would need to be disposed of at area landfills and/or recycled. Construction debris includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant. Operational Impacts The peak and average solid waste generated by the Project Site would not be substantially increased compared to existing conditions. It is anticipated that the solid waste demands generated by the Proposed Project could be readily accommodated by the existing regional landfill operations without the need to expand operations or divert existing waste streams to alternative locations. However, because the existing landfill capacity is finite and its overall capacity will be reduced over time, additional landfills and solutions to address the ongoing regional solid waste demands of the City beyond 2024 will need to be addressed on a regional basis. For purposes of	MM I.4-1 MM.I.4-2	The Project Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills. The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project.	Less Than Significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
a Project-specific impact conclusion, the Project's impact upon solid waste disposal facilities would be considered less than significant with the implementation of the recommended mitigation measures.		
Transportation Traffic and Parking		
Traffic Impacts The Proposed uses under Option 1 (Multiple Use Space) or Option 2 (MLS Stadium) would result in a venue that operates in a manner that is consistent with existing events held at the Sports Arena and Coliseum, and thus is not anticipated to generate a substantial change to the project related traffic volumes. In addition to hosting MLS games, the proposed event/soccer stadium would continue to host events of attendance levels similar to the ones held at the existing Sports Arena facility except that the events would be held in the open-air facility instead. Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option 1) or MLS Stadium facility (Option 2) are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena. Furthermore, similar to the existing operations, the Coliseum Commission will schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. Furthermore, it is anticipated that the Exposition Light Rail project (which is expected to open before the project is constructed) would provide an alternate mode of transit for patrons and employees to the new facility, which would help to reduce traffic congestion on local roadways. Traffic impacts are thus expected to be less than significant.	MM J-1 Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. MM J-2 The Coliseum Commission shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.	Traffic: Less Than Significant. Parking: Less Than Significant

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure		Level of Significance After Mitigation
Parking Impacts The Proposed Project does not include any major changes to existing parking facilities at the Coliseum, Exposition Park, USC, or the surrounding area. Under the Multiple Use Space (Option 1), the existing Sports Arena will be demolished and replaced with an open-air venue for civic gatherings and entertainment events. The Multiple Use Space will also be developed to provide overflow surface parking for the Coliseum events. The existing parking inventory is capable of supporting events with up to 93,000 attendees for the Coliseum. Thus, smaller events held at the Multiple Use Space (Option 1) or a MLS Stadium event (Option2), would be supported by adequate parking facilities, which include over 19,981 spaces within Exposition Park and the surrounding area. The Project's code required parking under Option 2 (MLS Stadium) is approximately 4,400 spaces. As the owner/operator of both the Coliseum and the Sports Arena, the Los Angeles Memorial Coliseum Commission will have direct control over programming events such that attendance at both uses operating concurrently would not exceed the current maximum capacity of the Coliseum (i.e., 93,000 attendees). Therefore, no parking impacts would occur.			
V. General Impact Categories			
The Project's potential to impact archaeological and paleontological resources was determined to be less than significant and scoped out during the Initial Study process for the project. As discovered during the scoping process for the project, no archaeological sites are known to exist beneath the Project Site, and potential impacts associated with the accidental discovery of unknown archaeological or paleontological resources would be considered less than significant. Nevertheless, in reviewing the comments provided by the NAHC, mitigation measures MMV-1 and MMV-2 have been added to ensure these impacts would remain less than significant.	MM V-1	If any archaeological or paleontological materials are encountered during the course of the project development, the project shall be halted in the immediate area of discovery. The services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public	Less than significant.

Table I-1
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measure	Level of Significance After Mitigation
	Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact; MM V-2 Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center. No additions or corrections to this Section of the Draft EIR were required.	

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II. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

DRAFT EIR

Page ii: Table of Contents: Section VI. Project Alternatives, was inadvertently omitted from the Table of Contents. The following text should be inserted between Sections V and VII:

"VI. Alternatives to the Proposed Project ..... VI-1"

I. INTRODUCTION/SUMMARY

The Introduction/Summary Section of the Draft EIR has been reprinted in its entirety in this Final EIR, as amended with the additions and corrections noted below.

II. PROJECT DESCRIPTION

Page II-17: Insert the following language to the end of the text under the Subheading "Discretionary Actions":

> "In addition to the discretionary actions listed above, the California Science Center is identified as responsible agency for any applicable approvals for any circumstances involving lease agreements, amendments to existing lease agreements and/or other discretionary approvals that may be required from the Science Center Board of Directors to carry out the Project.
>
> Although the potential for discovery of archaeological impacts during the construction process is remote, the Native American Heritage Commission is identified as a trustee agency for purposes of regulatory oversight of any archaeological resources, should any be discovered during the construction process."

III. ENVIRONMENTAL SETTING

No additions or corrections to this Section of the Draft EIR were required.

IV. ENVIRONMENTAL IMPACT ANALYSIS

A. Aesthetics

No additions or corrections to this Section of the Draft EIR were required.

B. Air Quality

Page IV.B-35 of the Draft EIR shall be revised to include the following mitigation measure as requested by the SCAQMD:

MM C-3 Pursuant to the SCAQMD recommendations, the Project shall implement the following measures to the extent feasible:

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Use coatings and solvents with a VOC content that meet or exceed the requirements of Rule 1113;
- Construct/build with materials that do not require painting;
- Use pre-painted construction materials;
- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency;
- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Use 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export);
- Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following:
    - <u>Project start to December 31, 2011</u>: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- o January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- o Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

C. Global Climate Change/Greenhouse Gas Emissions

No additions or corrections to this Section of the Draft EIR were required.

D. Historic Resources

No additions or corrections to this Section of the Draft EIR were required.

E. Hydrology & Water Quality

No additions or corrections to this Section of the Draft EIR were required.

F. Land Use and Planning

No additions or corrections to this Section of the Draft EIR were required.

G. Noise

No additions or corrections to this Section of the Draft EIR were required.

H. Public Services

No additions or corrections to this Section of the Draft EIR were required.

I. Public Utilities

No additions or corrections to this Section of the Draft EIR were required.

J. Traffic/Transportation/Parking

Page IV.J-7 of the Draft EIR shall be revised to include the following:

As requested by Metro, the following mitigation measure will be added to ensure construction related impacts on Metro and LADOT bus service will remain less than significant:

MM J-2: The Coliseum Commission shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.

K. Cumulative Impacts

No additions or corrections to this Section of the Draft EIR were required.

V. GENERAL IMPACT CATEGORIES

Page V-3 of the Draft EIR shall be revised to include the following:

The Project's potential to impact archaeological and paleontological resources was determined to be less than significant and scoped out during the Initial Study process for the project. As discovered during the scoping process for the project, no archaeological sites are known to exist beneath the Project Site, and potential impacts associated with the accidental discovery of unknown archaeological or paleontological resources would be considered less than significant. Nevertheless, in reviewing the comments provided by the NAHC, the following mitigation measures will be added to ensure these impacts would remain less than significant:

MM V-1 If any archaeological or paleontological materials are encountered during the course of the project development, the project shall be halted in the immediate area of discovery. The services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact;

MM V-2 Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center. No additions or corrections to this Section of the Draft EIR were required.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

No additions or corrections to this Section of the Draft EIR were required.

VII. BIBLIOGRAPHY

No additions or corrections to this Section of the Draft EIR were required.

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III. RESPONSES TO COMMENTS

COMMENT LETTERS

STATE AND REGIONAL AGENCIES

1. State of California Governor's Office of Planning and Research
   State Clearinghouse and Planning Unit
   Scott Morgan, Acting Director
   1400 Tenth Street, P.O. Box 3044
   Sacramento, CA 95812
   January 3, 2011

2. State of California
   Native American Heritage Commission
   Dave Singleton, Program Analyst
   915 Capitol Mall, Room 364
   Sacramento, CA 95814
   December 14, 2010 [received December 16, 2010]

3. State of California
   Department of Transportation
   District 7, Regional Planning IGR/CEQA Branch
   Dianna Watson, IGR/CEQA Branch Chief
   100 Main Street, MS #16
   Los Angeles, CA 90012
   December 28, 2010

4. Metropolitan Transportation Authority
   CEQA Review Coordination
   Scott Hartwell, CEQA Review Coordinator, Long Range Planning
   One Gateway Plaza
   Los Angeles, CA 90012
   December 29, 2010

5. South Coast Air Quality Management District
   Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review
   21865 Copley Drive
   Diamond Bar, CA 91765-4182
   January 4, 2011

6. California Science Center
   Jeffrey M. Rudolph, Executive Director
   Eddie Kouyoumdjian, General Manager Exposition Park
   December 20, 2010

7. County of Los Angeles
   Department of Public Works
   Gail Farber, Director of Public Works
   900 South Fremont Avenue
   Alhambra, CA 91803
   January 6, 2011 [received January 12, 2011]

INDIVDUALS & ORGANIZATIONS

8. Summit Builders Construction Company
   Jeffrey C. Stone, President
   4010 Watson Plaza Drive, Suite 260
   Lakewood, CA 584656
   December 29, 2010

COMMENT LETTER No. 1

State of California Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan, Acting Director
1400 Tenth Street, P.O. Box 3044
Sacramento, CA 95812
January 3, 2011

COMMENT 1.1

Dear Patrick Lynch:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 31, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21 104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

RESPONSE 1.1

This comment acknowledges receipt and review of the Draft EIR by the State Clearinghouse. This comment also indicates that the Proposed Project has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to the California Environmental Quality Act. No further response to this comment is required.

COMMENT LETTER No. 2
Native American Heritage Commission
Dave Singleton, Program Analyst
915 Capitol Mall, Room 364,
Sacramento, CA 95814
December 14, 2010 [[received December 16, 2010]]

COMMENT 2.1

Dear Mr. Parker:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604). The California Environmental Quality Act (CEQA – CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA Guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9. The NAHC notes from a review of the Initial Study for the project that the State of California Native American Heritage Commission is not listed as a 'responsible' or 'trustee' agency with jurisdiction for this project. The State Historic Preservation Office is noted, but it has responsibility for applicable federal not state laws.

RESPONSE 2.1

The lead agency acknowledges the NAHC is a trustee agency pursuant to CEQA with respect to regulatory oversight for archaeological resources.

COMMENT 2.2

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources **were NOT** identified within one-half mile of several of the Area of Potential Effect (APE). But, it is important to understand that the absence of archaeological, Native American cultural resources in an area does not indicate that they are not present, or will be present once ground-breaking activity begins. The NAHC recommends early consultation with Native American tribes

in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for information on recorded archaeological data. This information is available at the OHP Office in Sacramento (916) 445-7000.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the attached NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f)]et seq.), 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 et seq.) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The *1992 Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Cede §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000-21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

RESPONSE 2.2

The Project's potential to impact archaeological and paleontological resources was determined to be less than significant and scoped out during the Initial Study process for the project. During the scoping process for the project, no known archaeological sites were found to exist on the Project Site, and potential impacts associated with the accidental discovery of unknown archaeological or paleontological resources was thus dismissed from further analysis. The Sacred Lands File (SLF) search performed by the NAHC further supports the finding that no archaeological, Native American cultural resources exist on site or in the immediate project vicinity. Nevertheless the lead agency recognizes that the absence of archaeological Native American cultural resources in an area does not indicate that they are not present, or will be present once ground-breaking activity begins. Accordingly, the following standard mitigation measures, which are imposed by the Department of City Planning for all projects within the City, will be added to the Final EIR as a precautionary measure to ensure potential impacts to archaeological resources, if discovered, are mitigated to a less than significant:

MM V-1 If any archaeological or paleontological materials are encountered during the course of the project development, the project shall be halted in the immediate area of discovery. The services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a

member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact;

MM V-2 Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center.

Therefore, based on the information above, the NAHC's comments pertaining to potential significant archaeological impacts or buried Native American remains have been adequately addressed and no further response is required.

COMMENT LETTER No. 3

State of California
Department of Transportation
District 7, Regional Planning IGR/CEQA Branch
Dianna Watson, IGR/CEQA Branch Chief
100 Main Street, MS #16
Los Angeles, CA 90012
December 28, 2010

COMMENT 3.1

Dear Mr. Lynch:

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above referenced project. The proposed project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. There are two options for the future uses. Option 1 consists of a Multiple Use Space for civic and special event gatherings. Option 2 is a Major League Soccer Stadium with approximately 22,000 seats.

Appendix F: Traffic Memorandum, does not include project traffic generation and future traffic data for either option. The trip generation and traffic analysis will indicate whether the new development will generate additional traffic to local streets, including the freeways.

The existing Sports Arena is an indoor facility with 16,740 seats and has hosted a variety of sporting events including boxing, professional and college basketball, and hockey. The proposed event/soccer stadium, under Option 2, would provide a maximum of 22,000 seats. There is an increase of 5,260 seats for the soccer stadium, which results in more vehicles on the streets. This will add more vehicles to the

State highway facilities, including 1-10 and I-110 which are located in the project vicinity and are currently operating at the Level of Service (LOS) E/F.

RESPONSE 3.1

This comment restates the characteristics of the Proposed Project. With respect to the comment regarding vehicle trips generated by the Proposed Project, page IV.J-6 of the Draft EIR states that the new event/soccer stadium facility replacing the Sports Arena is not expected to generate significant new traffic impacts, for the following reasons:

- With the addition of MLS soccer games, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility.

- Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option 1) or MLS Stadium facility (Option 2) are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena.

- The Coliseum Commission will schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

COMMENT 3.2

During Caltrans review of The USC Master Plan, from Gibson Transportation Consulting, Inc. dated September 30, 2010, it was noted that Table 2 indicated that 1-110 southbound (SB) off-ramp and Martin Luther King, Jr. Blvd. will operate at LOS E/F during the AM/PM Peak hours in 2035.

RESPONSE 3.2

This comment provides additional information regarding the impact conclusions of the USC Master Plan Project and does not challenge the adequacy of the Draft EIR for the Proposed Project. No further response is required.

COMMENT 3.3

As per your telephone conversation with Alan Lin, Project Coordinator, on December 28, 2010, the Los Angeles Memorial Coliseum Commission is aware of the potential traffic impact to the State facilities from the State's perspective and will request future applicants to mitigate future impacts, at 1-110 SB off ramp and Martin Luther King, Jr. Blvd. As a result of the traffic discussion, Los Angeles Memorial Coliseum Commission has agreed to condition the project and request the future applicant to pay $200,000 as its fair share of mitigating freeway impacts on I-110 and 1-10. These funds may be used to

prepare a Project Study Report for the extension of the I-110 high occupancy vehicle lanes into downtown Los Angeles or any State improvement project in the project vicinity.

If you have any questions, please feel-free to contact me at (213) 897-9140 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 101140AL.

RESPONSE 3.3

This comment restates correspondence between Caltrans and the Los Angeles Memorial Coliseum Commission. As agreed, the Los Angeles Memorial Coliseum Commission will impose a condition of project approval requesting that the future Applicant/Developer pay $200,000 to the California Department of Transportation. No further response is required.

COMMENT LETTER No. 4

Metropolitan Transportation Authority
CEQA Review Coordination
Scott Hartwell, CEQA Review Coordinator, Long Range Planning
One Gateway Plaza
Los Angeles, CA 90012
December 29, 2010

COMMENT 4.1

Dear Mr. Lynch:

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Los Angeles Memorial Sports Arena project. The following should be addressed in the Final EIR:

> Metro bus service could be impacted by the project. Metro Bus Operation Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. LADOT may also be impacted and therefore should be included in construction outreach efforts.

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, contact me at 213-922-2836 or by email at hartwells@metro.net. Please send the Final EIR to the following address:

> Metro CEQA Review Coordination
> One Gateway Plaza MS 99-23-2
> Los Angeles, CA 90012-2952
> Attn: Scott Hartwell

RESPONSE 4.1

As discussed in Section I.J of the Draft EIR, impacts related to transportation, traffic and parking were determined to be less than significant. Nevertheless, as requested by Metro, the following measure will be added to ensure construction related impacts on Metro and LADOT bus service will remain less than significant:

MM J-2: The Coliseum Commission shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.

COMMENT LETTER No. 5

South Coast Air Quality Management District
Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review
21865 Copley Drive
Diamond Bar, CA 91765-4182
January 4, 2011

COMMENT 5.1

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the final Environmental Impact Report (EIR) as appropriate.

The AQMD staff is concerned about the proposed project's significant air quality impacts resulting from construction related activities. Specifically, the proposed project will exceed the AQMD's CEQA thresholds applicable to oxides of nitrogen (NOX) and volatile organic compounds (VOC's), therefore, the AQMD staff requests that the lead agency minimize or eliminate these impacts in accordance with CEQA Guidelines §15370. Further, AQMD staff requests that the lead agency provide enforceable mitigation to ensure that the proposed project does not result in a net increase of greenhouse gas (GHG) emissions.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the final EIR. Further, staff is available to work with the lead agency to address these issues and any questions related to air quality that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

RESPONSE 5.1

The issues raised in the comment above are specifically addressed in Responses to Comments 5.2 and 5.3 below. Upon completion of the Final EIR, the Lead Agency will provide a written response to the AQMD as requested. No further response is required.

COMMENT 5.2

Mitigation for Construction Activities

1. Given that the draft EIR demonstrates that regional NOX and VOC criteria pollutant emissions during construction create significant adverse air impacts the AQMD staff recommends that the lead agency require mitigation pursuant to CEQA Guidelines §15370, which could minimize or eliminate these significant impacts. To assist the lead agency with identifying possible mitigation measures for the project, please refer to AQMD's CEQA webpage at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.htm. Further, a list of mitigation measures has been provided below.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
- Reroute construction trucks away from congested streets or sensitive receptor areas,
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
- Use required coatings and solvents with a VOC content lower than required under Rule 1113,
- Construct/build with materials that do not require painting,
- Use pre-painted construction materials,
- Require the use of high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency,
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators,

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export), and

- Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following:

    - Project start to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

    - January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

    - Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Also, the lead agency should consider encouraging construction contractors to apply for SCAQMD "SOON" funds. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

RESPONSE 5.2

As stated in the comment above, the Proposed Project would result in significant construction-related impacts with respect NO_X and VOC emissions. As shown in Table IV.B-8 of the Draft EIR, significant impacts related to NO_X emissions would occur largely due to on-road hauling activities during the grading/site preparation phase, and significant impacts related to VOC (ROG) emissions would be limited

to the architectural coating phase. Specifically, during the grading/site preparation phase, a total estimate of 133 pounds per day (ppd) of NO_X emissions would be generated compared to the SCAQMD daily threshold of 100 ppd. Of the 133 ppd of NO_X, approximately 108.60 ppd would result from on-road hauling activities while only 24.33 ppd of NO_X would result from on-site construction equipment. As such, mitigation measures targeting the reduction of on-road diesel emissions and VOC emissions during architectural coating should be incorporated to the maximum extent feasible. It should be noted that there are currently no feasible project-level mitigation measures to reduce the NO_X emissions generated by the on-road sources (i.e., delivery trucks, haul trucks, concrete trucks, etc.) because it is not within the Lead Agency's authority to reduce on-road diesel engine NO_X emissions; such restrictions on vehicle emissions are governed by the state and the project would only utilize vehicles meeting those restrictions. Nevertheless, the Lead Agency has reviewed the recommendations provided by the SCAQMD and has agreed to incorporate the following mitigation measure to the maximum extent feasible. It should be noted that this mitigation measure is considered voluntary and in addition to Mitigation Measures C-1 and C-2 already required in the Draft EIR.

MM C-3 Pursuant to the SCAQMD recommendations, the Project shall implement the following measures to the extent feasible:

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Use coatings and solvents with a VOC content that meet or exceed the requirements of Rule 1113;
- Construct/build with materials that do not require painting;
- Use pre-painted construction materials;
- Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency;

- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Use 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export);
- Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following:
  - Project start to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

With respect to the "SOON" program, a construction contractor has not been secured for the Proposed Project and the exact details of the construction equipment fleet mix is unknown. These components will likely not be known until after the deadline for applying for the SOON program passes on May 6, 2011. However, as the Lead Agency is committed to reducing the Project's on-site construction emissions to the

maximum extent feasible, the Lead Agency will encourage the project contractor to explore programs such as SOON, should they be available at the time of project initiation.

Based on the above, the Proposed Project would reduce construction related air quality impacts to the maximum extent feasible and no further response is required.

COMMENT 5.3

Greenhouse Gas Emissions Analysis

2. The lead agency did not quantify GHG emissions from the operation of the proposed project. Further, the lead agency generally concluded that the project's GHG impacts are less than significant because events and attendance at the project site are "within the purview of the existing operations of the sports arena and the coliseum and would not result in an increase in the number of people that attend individual events at the sports arena." AQMD staff disagrees with the lead agency's conclusion that the proposed project will not result in an increase in the seating and vehicle capacity of the existing sports arena as there are no enforceable mechanisms to ensure that GHG emissions will remain at the baseline level. For example, if the new venue proves to be more popular than the existing arena, then annual attendance, and the subsequent VMT and emissions associated with the facility's operations, will not have been accounted for under CEQA. Therefore, the AQMD staff is concerned that the lead agency has not provided performance standards or emission targets to ensure that the proposed project will not impose an increase in the annual number of events held at the project site that could result in a potential net increase in the sports arena's annual GHG emissions. Without specific performance standards or emissions targets there is no enforceable mechanism to actually maintain existing GHG emissions from the proposed project. As the volume of traffic activity generated by the sports arena is considerable the lead agency should either quantify these emissions and compare them to a significance threshold or require enforceable measures that ensure that there is no net increase in GHG emissions.

RESPONSE 5.3

With respect to vehicle trips and baseline conditions, Page IV.J-6 of the Draft EIR states that the new event/soccer stadium facility replacing the Sports Arena is not expected to generate significant new traffic impacts, for the following reasons:

- With the addition of MLS soccer games, the new facility would increase the number of events held at the facility but would not increase the maximum size of the events currently held at the facility.

- Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new Multiple Use Space (Option 1) or MLS Stadium facility (Option 2) are within the

purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people that attend individual events at the Sports Arena.

- The Coliseum Commission will schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

It is also recognized that the opening of Phase I of the Exposition Light Rail Transit (LRT) Line (currently under construction on Exposition Boulevard west of Figueroa Street) is expected to occur in 2011, before the Project is constructed. The Exposition Light Rail Transit Line would provide event attendees with access to an ever-expanding regional rail and bus transit system, providing service to downtown Los Angeles and Culver City with direct connections to the Blue Line and Red Lines, which in turn have connections to Union Station, the Gold Line and the Green Line. It is anticipated that the Exposition LRT would result in reduced auto usage by the attendees and employees at Exposition Park, providing them with an alternative mode of travel to events and reducing traffic for both ongoing and new events. This reduction in vehicle trips would further reduce the projects mobile source operational levels in comparison to the baseline conditions.

It should also be noted that while the Proposed Project could result in more events per year than existing conditions, the Proposed Project would not exceed the existing purview of the Sports Arena and Coliseum and would not be considered growth inducing. While the Proposed Project may result in an increased annual usage of the Project Site for events such as competitive sports, athletics, games, pageants, plays, celebrations, etc., the objective of the Proposed Project is not to generate an increased demand for these types of events held at the local, state or national level. Rather, consistent with the primary objectives of the Proposed Project, the proposed redevelopment would position the facility and Coliseum Commission to be competitive and marketable to accommodate the existing local, state, and national demand for those types of events. This is an important distinction to be made when discussing greenhouse gas emissions and impacts at the local, state, national and even global level. It is reasonable to assume that the Proposed Project would not result in an increase of these types of events at the global level, but rather could result in the redistribution of existing persons and related vehicle trips seeking entertainment at venues such as the Project Site.

As is currently the case at the Coliseum and Sports Arena complex, the annual event schedule (attendance and number of events) is largely dependent upon market demands for sporting and entertainment events and is speculative to predict. Furthermore, it should be noted that under Option 2, MLS Stadium, the Proposed Project will replace an existing 16,740 seat arena with a new facility with net increase of approximately 5,260 seats for purposes of accommodating an MLS team in the Los Angeles area. The Project, as compared to the construction of a stand alone facility in another location by another entity would greatly reduce the vehicle emissions traveled throughout the region and is a favorable alternative to the development of a stand alone arena in another location. In addition, in the event Option 2 accommodates one of the two teams that already play in the Los Angeles area, the Project would result in

a redistribution of trips that are already occurring within the basin and thus would not be generating new trips.

COMMENT LETTER No. 6
California Science Center
Jeffrey M. Rudolph, Executive Director
Eddie Kouyoumdjian, General Manager Exposition Park
December 20, 2010

COMMENT 6.1

Dear Mr. Lynch:

The Sixth District Agricultural Association, also known as the California Science Center (the "Science Center') and formerly the California Museum of Science and Industry (the "CMSI"), appreciates the opportunity to comment on the above mentioned Draft Environmental Impact Report (the "DEIR"). As an institution of the state of California, the Science Center is administered by a nine-member Board of Directors appointed by the Governor.

The proposed project would consist of the demolition of the existing Los Angeles Memorial Sports Arena (the "Sports Arena") and redevelopment of the project site with a new use that plans to reactivate the· underutilized project site. The Los Angeles Memorial Coliseum Commission (the "LAMCC"), as Lead Agency, is considering two different mutually exclusive future uses for the project site: a civic multiple use space, or a new-professional 22,000 seat outdoor soccer stadium. Both of these development options were analyzed in equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

RESPONSE 6.1

This comment identifies the CSC and restates the information contained in the EIR characterizing the Proposed Project. No response is required.

COMMENT 6.2

The Science Center is a Responsible Agency under CEQA.

The Science Center is located Exposition Park, which is home to a variety of museums and attractions, including the Sports Arena. All land within Exposition Park is owned either by the State of California, the City of Los Angeles, or the LAMCC. State-owned properties comprise the majority of Exposition Park, and all State-owned properties within Exposition Park, not leased to other operating agencies, are under purview of the Board of Directors, administered either by the CAAM, the Executive Director of the

Science Center or the General Manager of Exposition Park. The properties containing the Los Angeles Memorial Coliseum (the "Coliseum") and the Sports Arena are leased by the LAMCC from the Science Center. Because the proposed project may require additional lease agreements, amendments to existing lease agreements and/or other discretionary approvals from the Science Center Board of Directors to carry out the proposed project, the Science Center is a Responsible Agency, as defined by CEQA (CEQA Guidelines Section 15381). The Final EIR should describe this designation.

RESPONSE 6.2

The LAMCC, as lead agency, acknowledges that the CSC would be a responsible agency should any additional lease agreements from the CSC, amendments to existing lease agreements to which the CSC is a party and/or other discretionary approvals under the CSC's jurisdiction that may be required to carry out the Project. The Additions and Corrections Section of this Final EIR has been updated to identify the CSC as a responsible agency.

COMMENT 6.3

State-owned properties, administered as described above, were not depicted in project maps in the DEIR.

The State, as administered through the General Manager of Exposition Park, owns parcels containing parking lots P and Q at the northeast corner of the proposed project site along Figueroa Street (known as the "Fig Pad"). Any plans to redevelop these parcels would have to be approved by the Science Center Board of Directors. Maps in the DEIR maps do not distinguish these parcels, nor are any potential impacts, specifically related to development of these parcels, discussed in the DEIR. The Final EIR should discuss specific impacts to these parcels.

RESPONSE 6.3

The Proposed Project does not include or propose any physical improvements to lots P and Q. The project location map depicted in the Draft EIR correctly identifies the project boundaries (See Figure II-1, Regional and Vicinity Map, and Figure II-2 Project Vicinity Map). As shown in these Figures, lots P and Q and clearly excluded from the project site boundaries.

Figures II-3 through II-5 in the Draft EIR depict artistic illustrative renderings that are conceptual and subject to change. These figures inaccurately depict landscaping improvements to lots P and Q. It should be noted that these areas are outside the project boundaries and will not be impacted by the Proposed Project.

COMMENT 6.4

The Science Center recommends additional coordination with the Lead Agency, California African American Museum (CAAM) and Natural History Museum to further reduce potential impacts related to air quality, noise, traffic and parking.

The DEIR recognizes that significant and unavoidable impacts will result from the proposed project with respect to construction air quality and construction-related and operational noise. Mitigation measures were applied to reduce these impacts to the extent feasible. The DEIR found that traffic and parking- . related impacts from the proposed project would be reduced to less-than-significant levels through coordinated event scheduling and by limiting combined attendance at Lead Agency-controlled venues (the Coliseum and the former Sports Arena site) to less-than 93,000 persons at any one time. However, the Science Center believes additional coordination is necessary to ensure that impacts on State-owned properties would be sufficiently minimized. At a minimum, such coordination should include the following:

- Advance notice to the Science Center, CAAM and Natural History Museum of construction schedules, activities and locations to minimize potential air quality and noise impacts on Science Center, CAAM and Natural History Museum attendees;

- Advance notice to the Science Center, CAAM and Natural History Museum of all events scheduled at venues under the control of the Lead Agency to allow better scheduling for events at the Science Center, CAAM and Natural History Museum. In this way, potential noise, traffic and parking-related impacts caused by multiple events can be minimized, and

- All possible good faith efforts to avoid scheduling events in conflict with previously scheduled significant events at the Science Center, CAAM and Natural History Museum.

RESPONSE 6.4

The LAMCC agrees to add the suggested coordination efforts as conditions of approval to all contractor agreements associated with the construction and operation of the proposed facility.

COMMNET 6.5

Consistency with the CMSI/Exposition Park Master Plan along Figueroa Street should be addressed in more detail.

The DEIR analyzed the proposed project for consistency with six general objectives of the CMSI/Exposition Park Master Plan, including Objective 2 related to landscaping, and concluded that the proposed project would be consistent with these objectives. The DEIR, however, does not specifically address potential impacts of the proposed project with respect to the landscaping improvements described

in the Master Plan at the corner parks and edge promenade along Figueroa Street, adjacent to the project site. Potential impacts to these specific areas should be addressed in more detail.

While this letter sets forth various areas of particular concern, is not intended, and should not be construed, as an exhaustive discussion of the DEIR's compliance with CEQA. In addition, the Science Center does not waive any rights it may possess or release any obligations owed to it by the LAMCC or by any other party under law or by contract. Such rights are reserved, including but not limited to, those rights and obligations contained in the ground leases and any amendments thereto between the Science Center and the LAMCC.

Thank you for the opportunity to comment on the DEIR for the proposed redevelopment of the Sports Arena.

RESPONSE 6.5

With respect to the CMSI/Exposition Park Master Plan's planned corner park at the northwest corner of Figueroa Street and Martin Luther King, Jr. Boulevard, this area is not located within the Project Site and will not be directly impacted by the Project. The LAMCC, however, is supportive of the plan's landscaping objectives for this area.

With respect to the planned promenade along the west side of Figueroa Boulevard, there are currently no plans to implement the objectives identified in the Master Plan. The Project Site includes approximately 500 feet of frontage along Figueroa Street, or approximately 20 percent of the entire length of the planned promenade between MLK and Exposition Boulevard. Both development Options defined in the EIR are setback sufficiently from Figueroa Street to accommodate any future improvements associated with a promenade streetscape. As such the Project will not conflict with the planned pedestrian linkages along the Figueroa corridor.

COMMENT LETTER No. 7

County of Los Angeles
Department of Public Works
Gail Farber, Director of Public Works
900 South Fremont Avenue
Alhambra, CA 91803
January 6, 2011 [received January 12, 2011]

COMMENT 7.1

Thank you for the opportunity to review the DEIR for the Los Angeles Memorial Sports Arena project. The project involves the demolition and removal of the existing Sports Arena and the redevelopment of

the project site with a new use that would reactivate the underutilized project site. The Los Angeles Memorial Coliseum Commission is considering two different options to redevelop the project site: a civic multiple use space, or a new professional 22,000-seat, outdoor, soccer stadium. The project site occupies approximately 15 acres of land within the southeastern portion of Exposition Park. The following comments are for your consideration and relate to the environmental document only.

Hazards-Flood/Water Quality

Although both project options identified in the DEIR reduce the amount of runoff entering the flood control system, the Los Angeles County Flood Control District has a preference for Option 1, which consists of developing an open air multiple use space, since it would reduce a much larger potion of impermeable pavement then would Option 2, and therefore, reduce a greater amount of runoff from entering the flood control system.

In order to further reduce the amount of runoff entering the flood control system, we recommend the use of permeable pavements for any new or redesigned parking lots.

If you have any questions regarding the flood/water quality comments, please contact Mr. Luis Perez at (626) 458-7161 or luperez@dpw.lacounty.gov.

Other-Building and Safety

Submit plans to Building and Safety Division for review and permit issuance. If you have any questions regarding the building and safety comment, please contact Mr. Clint Lee at (661) 222-2940 or cllee@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or tduong@dpw.lacounty.gov.

RESPONSE 7.1

This comment restates the Project characteristics and states that the Los Angeles County Flood Control District has a preference for Option 1. With respect to water runoff and water quality, Section IV.E, Hydrology and Water Quality of the Draft EIR, adequately summarizes the Project requirements with respect to the preparation and implementation of a SWPPP and SUSMP and further details project compliance with the LARWQCB's General NPDES Permit and General Waste Discharge Requirements. With respect to the request for the Project to submit plans to the LA County Department of Building and Safety, it is currently planned that all necessary plan review and permit issuance will be conducted through the City of Los Angeles Department of Building and Safety. In the event any County owned or operated facilities are impacted, the County will be contacted.

COMMENT LETTER No. 8

Summit Builders Construction Company
Jeffrey C. Stone, President
4010 Watson Plaza Drive, Suite 260
Lakewood, CA 584656
December 29, 2010

COMMENT 8.1

Dear Mr. Lynch:

These comments concern the above referenced draft Environmental Impact Report (dEIR) for the redevelopment of the Los Angeles Sports Arena (Project) which was released for public comment on November 16, 2010 through December 30, 2010. Initially, we strongly encourage that the public comment period be extended by at least thirty (30) days to ensure that the Commission obtain appropriate and complete public review and comment on the Project. While possibly unintentional by the Commission, the release of a significant Draft EIR for public review during the traditional end of the year holiday season is not conducive to obtaining full public review and comment on the document. In fact, holiday-timed public review has been used as a strategic advantage for controversial project to avoid meaningful comments on projects in the past. The California Supreme Court has repeatedly emphasized the importance of the public's role in the CEQA process (see *Laurel Heights Improvement Association v. Regents of University of California* (1988) 47 Cal 3rd 376). The Court has found that CEQA rests on the "belief that citizens can make important contributions to environmental protection and … notions of democratic decision making…" (*Concerned Citizens of Coats Mesa, Inc. v. 32nd District Agricultural Association* (1986) 42 Cal 3d 929). While the release of a sizeable draft environmental document for a 45 day public comment period may seek technical compliance with CEQA review requirements, doing so during the holiday season compromises the intent of public involvement in the environmental process.

RESPONSE 8.1

The Draft EIR was circulated for the required 45-day review period and the commenter's request to extend the comment period is not warranted. As noted in Comment Letter 1, the State Clearinghouse has acknowledged that the lead agency has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. In addition, it should be noted that the lead agency has accepted late comment letters that were received after the close of the official review period.

COMMENT 8.2

The dEIR identifies the Los Angeles Memorial Coliseum Commission (Commission) as the lead agency for this Project under CEQA. This identification is erroneous. CEQA does not grant a local public entity additional powers, independent of those granted by other laws, (See CEQA Guidelines 15040 (b), *Sierra Club v. California Coastal Commission* (2005) 35 Cal 4th 839, 858-860, and *Kenneth Mebane Ranches v*

Superior Court (5th Dist. 1992) 10 Cal App 4th 276, 291). The dEIR correctly states that the Commission was created as a separate legal entity pursuant to a Joint Powers Agreement between the City of los Angeles, County of Los Angeles, and the Sixth District Agricultural Association. However, the authority of the separate legal entity is limited and specific to the management and control of the Coliseum and Sports Arena facilities.

Paragraph 12 of the Joint Powers Agreement provides:

> lease, license, rent, use or permit the use of all or part of the Coliseum and Sports Arena to any person, for competitive sports, athletics, games, pageants, parades, plays, celebrations, patriotic gatherings, public recreation, motion picture production, or public gatherings, or such other events as are deemed appropriate, or for City, County, or District affairs, or viewing of any of the foregoing, and particularly to develop, and promote a wider use of the Coliseum and Sports Arena, through the presentation of festivals, pageants, games, exhibits, industrial, horticultural or agricultural shows, or international character, primarily to the end that the citizens and public generally may enjoy and receive the greatest benefit possible from the Coliseum and Sports Arena, and the City, and County and the District may more effectively exploit their climatic, geographical, recreational, cultural, and commercial resources and advance. (emphasis added)

This specific and limited authority includes the management of the facilities, but does not include the demolition and replacement of the facilities, which is the defined purpose of the redevelopment project. The dEIR takes the quantum leap that the Commission is charged with planning the long-term use and operation of the "Sports Arena Property," ignoring its mandate to focus its efforts on the Sports Arena *facility*. It is clear that the Joint Powers Agreement does not give the Commission *carte blanche* on the development of new uses of the property.

The dEIR does not address how the Commission is able to direct the demolition of the Sports Arena without legislative authority to do so. Absent such legislative authority, the Commission is unable to be identified as the lead agency which can take the discretionary action proposed by the Project other than adopting the "No-project Alternative." In addition, given the clear legislative intent provided by the JPA Agreement, the Commission must be focusing on how the Sports Arena facility can best be used. However, the dEIR does not even address an option to renovated and improve the existing facility, which is the only development option available for the Commission to approve.

RESPONSE 8.2

The LAMCC has been advised and believes that it maintains the authority to implement the proposed project as defined in the Draft EIR. The Joint Powers Agreement and the ground lease empower the LAMCC to be the designated lead agency for the Proposed Project. It should further be noted that the NOP and Draft EIR were circulated to the State Clearinghouse and distributed to all applicable state, regional and local agencies. No other state or local agency has asserted the lead agency role in implementing the project.

COMMENT 8.3

CEQA mandates that an EIR look at a "reasonable range of alternatives to the project, or the location of the project, that could feasibly attain the most basic objectives of the project." (CEQA Guidelines 15126.6(a), (f)) The dEIR defines the Project objective very broadly as planning the Sports Arena property for long-term use and operation for income generation and public uses. (footnote: As previously stated, this project objective exceed the authority of the Commission). The dEIR then limits the "reasonable range of alternatives" to two options, both of which call for the demolition of the facility and the development of either an open-air venue or a Major League soccer stadium. In order to approach the adequacy of an alternatives analysis required by CEQA, the Commission must include analysis of the renovation of the Sports Arena facility as an alternative to meet the Project objective, and recirculate this analysis for public review. If the Commission obtains a legislative extension of its powers to plan the demolition of the Sports Arena and redevelopment of the site, the Commission should develop a larger range of alternatives which support the objective of income generation and public use, and this enlarged number of alternatives should be analyzed and presented for public review. Absent such additional, meaningful alternatives analysis, the dEIR is fatally defective and fails to comply with the mandates of CEQA.

RESPONSE 8.3

An evaluation of the Project Alternatives was included in the Draft EIR (see Section VI, Alternatives, beginning on page VI-1 of the Draft EIR). Section VI, Alternatives was inadvertently omitted from the Table of Contents in the Draft EIR; however it was included in the document and was summarized on page I-6 of Section I, Introduction/Summary. This correction has been noted in Section II, Additions and Corrections, of this Final EIR.

The reader is referred to Section VI, Alternatives of the Draft EIR. In addition to evaluating two separate project options to redevelop the Project Site, the Draft EIR includes an analysis of two project alternatives: the No Project Alternative (as mandated by CEQA), and a Historic Retention Alternative.

COMMENT 8.4

Moreover, in its current state, the Commission is not authorized to render a decision on any project alternative other than the no-project alternative. As such, the presentation of a single feasible alternative fails to satisfy the CEQA mandate to present a reasonable range of alternatives in the analysis.

We look forward to reviewing a revised and improved document once circulated by the Commission.

RESPONSE 8.4

The assertion that LAMCC does not have authority to demolish the Sports Arena and carry out the Proposed Project is not a CEQA issue. In any event the demolition and carrying out of the Proposed

Project(s) would be consistent and in compliance with the Commission's mission under the JPA and ground lease to maintain and operate a first class arena, pavilion or stadium on the project site for public events.

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IV. MITIGATION MONITORING PROGRAM

INTRODUCTION

This section reflects the mitigation monitoring and reporting program (MMRP) requirements of Public Resources Code Section 21081.6. CEQA Guidelines Section 15097 states:

> *In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

ENFORCEMENT

In accordance with CEQA, the primary responsibility for making a determination with respect to potential environmental effects rests with the lead agency rather than the Monitor or preparer of the EIR. As such, the Los Angeles Memorial Coliseum Commission (LAMCC) is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the Commission. No deviations from this program shall be permitted unless the MMRP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within the Draft EIR. Subsections of all of the environmental chapters presented in the Draft EIR are provided below in Table IV-1. For environmental issue areas where no mitigation measures were required, the MMRP is noted accordingly.

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Aesthetics					
MM A-1 Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. MM A-2 The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.	Field check to confirm measures are implemented.	Pre-construction. Construction.	LAMCC		
Air Quality					
MM B-1 The Project Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report	Field check to confirm measures are implemented.	Pre-construction. Construction.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.					
MM B-2 The Project Applicant shall use low VOC paints for all interior and exterior surfaces.					
MM C-3 Pursuant to the SCAQMD recommendations, the Project shall implement the following measures to the extent feasible:					
• Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow;					
• Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site;					
• Reroute construction trucks away from congested streets or sensitive receptor areas;					
• Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;					
• Use coatings and solvents with a VOC content that meet or exceed the requirements of Rule 1113;					
• Construct/build with materials that do not require painting;					
• Use pre-painted construction materials;					
• Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency;					
• Use electricity from power poles rather than temporary diesel or gasoline power generators;					
• Use 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export);					

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
• Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following: o Project start to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. o January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. o Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.					

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
• A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.					
Global Climate Change/Greenhouse Gas Emissions					
No mitigation measures required.	NA	NA	NA	NA	NA
Historic Resources					
MM H-1. Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information; b) Duplicates of historic photographs, if available; c) Duplicates of original drawings, if available; and d) Large format (4-inch by 5-inch negative or larger) black and white 35-millimeter photographs based on HABS guidelines. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.	Field check to confirm measures are implemented.	Pre-Construction	LAMCC		
Hydrology and Water Quality					
MM E-1 The Project Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to	Field check to confirm measures are implemented.	Pre- Construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
the issuance of building permits. MM E-2 The Project Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. MM E-3 The Project Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").					
Land Use and Zoning					
MM.F-1. The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance.	Plan Approval	Pre-Construction	LAMCC		
Noise					
Code Required Measures CR G-1 The Applicant shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. CR G-2 The Applicant shall ensure construction and demolition be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
6:00 PM on Saturday.					
Project-Specific Mitigation Measures					
MM G-1 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.					
MM G-2 The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.					
MM G-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.					
MM G-4 The perimeter of the Project Site 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.					

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Public Services – Fire Protection Services					
MM H.1-1 Sprinkler systems will be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.09.07). MM H.1-2 All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.09.06, Subsection B-1). MM H.1-3 The maximum distance between fire-flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet. MM H.1-4 Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.09.03, Subsection A). MM H.1-5 If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.09.03, Subsection B.) MM H.1-6 When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.09.03, Subsection C). MM H.1-7 All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549. MM H.1-8 Construction of public or private roadways in the proposed development shall not exceed 15 percent	Field check to confirm measures are implemented.	Pre-construction, Construction.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
in grade. MM H.1-9 Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area. MM H.1-10 All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.09.05). MM H.1-11 Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height. MM H.1-12 In the event that a subterranean parking structure is included as a part of the Proposed Project, and where fire apparatus will be driven onto the road level surface of such subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.					
Public Services – Police Protection Services					
H.2-1 The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers. H.2-2 Project Event Sponsors shall employ private security guards to monitor and secure the Project Site during events to secure the site and deter any potential criminal activity. H.2-3 The Project Applicant shall develop and implement a Security Plan in consultation with the	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components: i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services shall provide a 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells. ii. The parking garage shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system. iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.					
Public Utilities - Wastewater					
No mitigation measures are required.	N/A	N/A	N/A	N/A	N/A
Public Utilities – Water					
MM I.2-1 The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles: • High efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High efficiency urinals (0.5 gallons per flush or less, includes waterless); • Restroom faucet flow rate of 1.5 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 2.0 gallons per minute or less; • Limit of one showerhead per shower stall; • High efficiency clothes washers (water factor of 6.0 or less); • High efficiency dishwashers (Energy Star rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration; • Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling; (Note:					

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Single pass cooling refers to the use of potable water to extract heat from process equipment) • Irrigation system requirements: o Weather-based irrigation controller with rain shutoff; o Flow sensor and master valve shutoff (large landscapes); o Matched precipitation (flow) rates for sprinkler heads; o Drip/microspray/subsurface irrigation where appropriate; o Minimum irrigation system distribution uniformity of 75 percent; o Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; o Use of landscape contouring to minimize precipitation runoff; • Metering: o All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); • Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.					
Public Utilities – Energy Conservation					
MM I.3-1 Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
MM I.3-2 The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air-conditioning equipment in accordance with building demands; and • The isolation of air conditioning to any selected floor or floors. MM I.3-3 The project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted. MM I.3-4 The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather. MM I.3-5 The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems. MM I.3-6 The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building					

Mitigation Measure/Condition of Approval		Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
					Initial	Date
	entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.					
MM I.3-7	The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.					
MM I.3-8	Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.					
MM I.3-9	White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.					
MM I.3-10	Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.					
MM I.3-11	Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.					
MM I.3-12	The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.					
MM I.3-13	The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to					

Mitigation Measure/Condition of Approval		Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
					Initial	Date
	work surfaces.					
MM I.3-14	The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.					
MM I.3-15	The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.					
MM I.3-16	The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.					
MM I.3-17	Mechanical systems (HVAC) and lighting buildings shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.					
MM I.3-18	The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.					
MM I.3-19	Design Project shall focus pedestrian activity within sheltered outdoor areas.					
Public Utilities – Solid Waste						
MM I.4-1	The Project Applicant shall develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills.	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		
MM.I.4-2	The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project.					
Transportation, Traffic and Parking						
MM J-1	Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to	Field check to confirm measures are implemented.	Pre-construction, Construction, Operation.	LAMCC		

Mitigation Measure/Condition of Approval		Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
					Initial	Date
	93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.					
MM J-2	The Coliseum Commission shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.					
V. General Impact Categories						
MM V-1	If any archaeological or paleontological materials are encountered during the course of the project development, the project shall be halted in the immediate area of discovery. The services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact;	Field check to confirm measures are implemented.	Construction.	LAMCC, NAHC		
MM V-2	Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center. No additions or corrections to this Section of the Draft EIR were required.					

APPENDIX G:
Comment Letters on the Draft EIR

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COMMENT LETTERS

STATE AND REGIONAL AGENCIES

1. State of California Governor's Office of Planning and Research
   State Clearinghouse and Planning Unit
   Scott Morgan, Acting Director
   1400 Tenth Street, P.O. Box 3044
   Sacramento, CA 95812
   January 3, 2011

2. State of California
   Native American Heritage Commission
   Dave Singleton, Program Analyst
   915 Capitol Mall, Room 364
   Sacramento, CA 95814
   December 14, 2010 [received December 16, 2010]

3. State of California
   Department of Transportation
   District 7, Regional Planning IGR/CEQA Branch
   Dianna Watson, IGR/CEQA Branch Chief
   100 Main Street, MS #16
   Los Angeles, CA 90012
   December 28, 2010

4. Metropolitan Transportation Authority
   CEQA Review Coordination
   Scott Hartwell, CEQA Review Coordinator, Long Range Planning
   One Gateway Plaza
   Los Angeles, CA 90012
   December 29, 2010

5. South Coast Air Quality Management District
   Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review
   21865 Copley Drive
   Diamond Bar, CA 91765-4182
   January 4, 2011

6. California Science Center
   Jeffrey M. Rudolph, Executive Director
   Eddie Kouyoumdjian, General Manager Exposition Park
   December 20, 2010

7. County of Los Angeles
   Department of Public Works
   Gail Farber, Director of Public Works
   900 South Fremont Avenue
   Alhambra, CA 91803
   January 6, 2011 [received January 12, 2011]

INDIVDUALS & ORGANIZATIONS

8. Summit Builders Construction Company
   Jeffrey C. Stone, President
   4010 Watson Plaza Drive, Suite 260
   Lakewood, CA 584656
   December 29, 2010

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STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cathleen Cox
Acting Director

January 3, 2011

RECEIVED JAN 06 2011

Patrick Lynch
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037

Subject: Los Angeles Memorial Sports Arena
SCH#: 2010041059

Dear Patrick Lynch:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 31, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010041059
Project Title Los Angeles Memorial Sports Arena
Lead Agency Los Angeles Memorial Coliseum Commission

Type EIR Draft EIR

Description The Proposed Project would consist of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the under-utilized Project Site. In an effort to be responsive to changing community needs and market conditions, the Los Angeles Memorial Coliseum Commission is considering two different and mutually exclusive future uses for the Project Site: a civic multiple use space, or a new professional 22,000 seat outdoor soccer stadium. Both of these development options will be analyzed in an equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

Lead Agency Contact

Name Patrick Lynch
Agency Los Angeles Memorial Coliseum Commission
Phone 213 765-6374 **Fax** 213 747-2279
email
Address 3911 South Figueroa Street
City Los Angeles **State** CA **Zip** 90037

Project Location

County Los Angeles
City Los Angeles, City of
Region
Lat / Long 34° 0' 42.5" N / 118° 17' 4.3" W
Cross Streets South Figueroa Street and Martin Luther King Jr. Blvd
Parcel No. 5037-027-910 and 5037-027-937
Township 2S **Range** 13W **Section** 7 **Base**

Proximity to:

Highways Hwy 10 and 110
Airports None
Railways None
Waterways None
Schools LAUSD
Land Use Project site is zoned Open Space (OS-1XL) and has General Plan Land Use Designation of Open Space

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Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Noise; Public Services; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Sewer Capacity

---

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

---

Date Received 11/17/2010 **Start of Review** 11/17/2010 **End of Review** 12/31/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

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12/31/10
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RECEIVED
DEC 16 2010
STATE CLEARING HOUSE

December 14, 2010

Mr. Shane Parker, CAJA

The Los Angeles Memorial Coliseum Commission
3911 South Figeroa Street
Los Angeles, CA 90037

Re: SCH#2010041059; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **Los Angeles Memorial Sports Arena;** located south of downtown Los Angeles near S. Figeroa Street & Martin Luther King Jr. Boulevard; Los Angeles County, California

Dear Mr. Parker:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604).* The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amendment effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance. The lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. State law also addresses Native American Religious Expression in Public Resources Code §5097.9. The NAHC notes from a review of the Initial Study for the project that the State of California Native American Heritage Commission is not listed as a 'responsible' or trustee' agency with jurisdiction for this project. The State Historic Preservation Office is noted, but it has responsibility for applicable federal not state laws.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural Resources **were NOT identified** within one-half mile of several of the Area of Potential Effect (APE). But, it is important to understand that the absence of archaeological, Native American cultural resources in an area does not indicate that they are not present, or will be present once ground-breaking activity begins. The NAHC recommends early consultation with Native American tribes in your area as the best way to avoid unanticipated discoveries once a project is underway and to learn of any sensitive cultural areas. Enclosed are the names of the culturally affiliated tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional

archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.

Furthermore the NAHC recommends that you contact the California Historic Resources Information System (CHRIS) of the Office of Historic Preservation (OHP), for information on recorded archaeological data. This information is available at the OHP Office in Sacramento (916) 445-7000.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the attached NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]*et seq.),* 36 CFR Part 800.3, .4 & .5, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes.* Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This

is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Culturally Affiliated Native American Contacts

Cc: State Clearinghouse

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

December 28, 2010

Re: IGR/CEQA No. 101140AL-DEIR
Los Angeles Memorial Sports arena
Vic. LA-110 / PM 19.50

Mr. Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3939 S. Figueroa St.
Los Angeles, CA 90037

Dear Mr. Lynch:

Thank you for including the California Department of Transportation (Department) in the environmental review process for the above referenced project. The proposed project consists of the demolition and removal of the existing Sports Arena and the redevelopment of the Project Site with a new use that would reactivate the underutilized Project Site. There are two options for the future uses. Option 1 consists of a Multiple Use Space for civic and special event gatherings. Option 2 is a Major League Soccer Stadium with approximately 22,000 seats.

Appendix F: Traffic Memorandum, does not include project traffic generation and future traffic data for either option. The trip generation and traffic analysis will indicate whether the new development will generate additional traffic to local streets, including the freeways.

The existing Sports Arena is an indoor facility with 16,740 seats and has hosted a variety of sporting events including boxing, professional and college basketball, and hockey. The proposed event/soccer stadium, under Option 2, would provide a maximum of 22,000 seats. There is an increase of 5,260 seats for the soccer stadium, which results in more vehicles on the streets. This will add more vehicles to the State highway facilities, including I-10 and I-110 which are located in the project vicinity and are currently operating at the Level of Service (LOS) E/F.

During Caltrans review of The USC Master Plan, from Gibson Transportation Consulting, Inc. dated September 30, 2010, it was noted that Table 2 indicated that I-110 southbound (SB) off-ramp and Martin Luther King, Jr. Blvd. will operate at LOS E/F during the AM/PM Peak hours in 2035.

As per your telephone conversation with Alan Lin, Project Coordinator, on December 28, 2010, the Los Angeles Memorial Coliseum Commission is aware of the potential traffic impact to the State facilities from the State's perspective and will request future applicants to mitigate future impacts, at I-110 SB off-ramp and Martin Luther King, Jr. Blvd. As a result of the traffic discussion, Los Angeles Memorial Coliseum Commission has agreed to condition the project and request the future applicant to pay $200,000 as its fair share of mitigating freeway impacts on I-110 and I-10. These funds may be used to prepare a Project Study Report for the extension of the

I-110 high occupancy vehicle lanes into downtown Los Angeles or any State improvement project in the project vicinity.

If you have any questions, please feel free to contact me at (213) 897-9140 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 101140AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Jan 03 2011 12:03PM HP LASERJET FAX p.1

Metro

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

December 29, 2010

Mr. Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3939 South Figueroa Street
Los Angeles, CA 90037

Dear Mr. Lynch:

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Los Angeles Memorial Sports Arena project. The following should be addressed in the Final EIR:

Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. LADOT may also be impacted and therefore should be included in construction outreach efforts.

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, contact me at 213-922-2836 or by email at hartwells@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,

Scott Hartwell
CEQA Review Coordinator, Long Range Planning

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-mailed: January 4, 2011 January 4, 2011
plynch@lacoliseum.com

Mr. Patrick Lynch
General Manager
Los Angeles Coliseum Commission
3939 South Figueroa Street
Los Angeles, CA 90037

Review of the Draft Environmental Impact Report (Draft EIR)
for the Los Angeles Memorial Sports Arena Redevelopment Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the final Environmental Impact Report (EIR) as appropriate.

The AQMD staff is concerned about the proposed project's significant air quality impacts resulting from construction related activities. Specifically, the proposed project will exceed the AQMD's CEQA thresholds applicable to oxides of nitrogen (NOX) and volatile organic compounds (VOC's), therefore, the AQMD staff requests that the lead agency minimize or eliminate these impacts in accordance with CEQA Guidelines §15370. Further, AQMD staff requests that the lead agency provide enforceable mitigation to ensure that the proposed project does not result in a net increase of greenhouse gas (GHG) emissions.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the final EIR. Further, staff is available to work with the lead agency to address these issues and any

questions related to air quality that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

LAC101116-05
Control Number

Mitigation for Construction Activities

1. Given that the draft EIR demonstrates that regional NOX and VOC criteria pollutant emissions during construction create significant adverse air impacts the AQMD staff recommends that the lead agency require mitigation pursuant to CEQA Guidelines §15370, which could minimize or eliminate these significant impacts. To assist the lead agency with identifying possible mitigation measures for the project, please refer to AQMD's CEQA webpage at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.htm. Further, a list of mitigation measures has been provided below.

- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
- Reroute construction trucks away from congested streets or sensitive receptor areas,
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
- Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
- Use required coatings and solvents with a VOC content lower than required under Rule 1113,
- Construct/build with materials that do not require painting,
- Use pre-painted construction materials,
- Require the use of high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency,
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators,
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks, soil import/export, and demolition export), and
- Require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following:

  - ✓ Project start to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

  - ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with

BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- Also, the lead agency should consider encouraging construction contractors to apply for SCAQMD "SOON" funds. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

Greenhouse Gas Emissions Analysis

2. The lead agency did not quantify GHG emissions from the operation of the proposed project. Further, the lead agency generally concluded that the project's GHG impacts are less than significant because events and attendance at the project site are "within the purview of the existing operations of the sports arena and the coliseum and would not result in an increase in the number of people that attend individual events at the sports arena." AQMD staff disagrees with the lead agency's conclusion that the proposed project will not result in an increase in the seating and vehicle capacity of the existing sports arena as there are no enforceable mechanisms to ensure that GHG emissions will remain at the baseline level. For example, if the new venue proves to be more popular than the existing arena, then annual attendance, and the subsequent VMT and emissions associated with the facility's operations, will not have been accounted for under CEQA. Therefore, the AQMD staff is concerned that the lead agency has not provided performance standards or emission targets to ensure that the proposed project will not impose an increase in the annual number of events held at the project site that could result in a potential net increase in the sports arena's annual GHG emissions. Without specific performance standards or emissions targets there is no enforceable mechanism to actually maintain existing GHG emissions from the proposed project. As the volume of traffic activity generated by the sports arena is considerable the lead agency should either quantify these emissions and compare them to a significance threshold or require enforceable measures that ensure that there is no net increase in GHG emissions.

December 20, 2010

Patrick Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3911 South Figueroa Street
Los Angeles, CA 90037
Email: plynch@lacoliseum.com

Re: Notice of Completion and Availability of a Draft Environmental Impact Report for the Redevelopment of the Los Angeles Memorial Sports Arena

Dear Mr. Lynch:

The Sixth District Agricultural Association, also known as the California Science Center (the "Science Center") and formerly the California Museum of Science and Industry (the "CMSI"), appreciates the opportunity to comment on the above mentioned Draft Environmental Impact Report (the "DEIR"). As an institution of the State of California, the Science Center is administered by a nine-member Board of Directors appointed by the Governor.

The proposed project would consist of the demolition of the existing Los Angeles Memorial Sports Arena (the "Sports Arena") and redevelopment of the project site with a new use that plans to reactivate the underutilized project site. The Los Angeles Memorial Coliseum Commission (the "LAMCC"), as Lead Agency, is considering two different mutually exclusive future uses for the project site: a civic multiple use space, or a new professional 22,000 seat outdoor soccer stadium. Both of these development options were analyzed in equal level of detail in the EIR to allow flexibility for the potential entitlement of either one of the two projects.

The Science Center is a Responsible Agency under CEQA.

The Science Center is located in Exposition Park, which is home to a variety of museums and attractions, including the Sports Arena. All land within Exposition Park is owned either by the State of California, the City of Los Angeles, or the LAMCC. State-owned properties comprise the majority of Exposition Park, and all State-owned properties within Exposition Park, not leased to other operating agencies, are under purview of the Board of Directors, administered either by the CAAM, the Executive Director of the Science Center or the General Manager of Exposition Park. The properties containing the Los Angeles Memorial Coliseum (the "Coliseum") and the Sports Arena are leased by the LAMCC from the Science Center. Because the proposed project may require additional lease agreements, amendments to existing lease agreements and/or other discretionary approvals from the Science Center Board of Directors to carry out the proposed project, the Science Center is a Responsible Agency, as defined by CEQA (CEQA Guidelines Section 15381). The Final EIR should describe this designation.

State-owned properties, administered as described above, were not depicted in project maps in the DEIR.

The State, as administered through the General Manager of Exposition Park, owns parcels containing parking lots P and Q, at the northeast corner of the proposed project site along Figueroa Street (known

as the "Fig Pad"). Any plans to redevelop these parcels would have to be approved by the Science Center Board of Directors. Maps in the DEIR maps do not distinguish these parcels, nor are any potential impacts, specifically related to development of these parcels, discussed in the DEIR. The Final EIR should discuss specific impacts to these parcels.

The Science Center recommends additional coordination with the Lead Agency, California African American Museum (CAAM) and Natural History Museum to further reduce potential impacts related to air quality, noise, traffic and parking.

The DEIR recognizes that significant and unavoidable impacts will result from the proposed project with respect to construction air quality and construction-related and operational noise. Mitigation measures were applied to reduce these impacts to the extent feasible. The DEIR found that traffic and parking-related impacts from the proposed project would be reduced to less-than-significant levels through coordinated event scheduling and by limiting combined attendance at Lead Agency-controlled venues (the Coliseum and the former Sports Arena site) to less-than 93,000 persons at any one time. However, the Science Center believes additional coordination is necessary to ensure that impacts on State-owned properties would be sufficiently minimized. At a minimum, such coordination should include the following:

- Advance notice to the Science Center , CAAM and Natural History Museum of construction schedules, activities and locations to minimize potential air quality and noise impacts on Science Center, CAAM and Natural History Museum attendees;
- Advance notice to the Science Center, CAAM and Natural History Museum of all events scheduled at venues under the control of the Lead agency to allow better scheduling for events at the Science Center, CAAM and Natural History Museum. In this way, potential noise, traffic and parking-related impacts caused by multiple events can be minimized, and
- All possible good faith efforts to avoid scheduling events in conflict with previously scheduled significant events at the Science Center, CAAM and Natural History Museum.

Consistency with the CMSI/Exposition Park Master Plan along Figueroa Street should be addressed in more detail.

The DEIR analyzed the proposed project for consistency with six general objectives of the CMSI/Exposition Park Master Plan, including Objective 2 related to landscaping, and concluded that the proposed project would be consistent with these objectives. The DEIR, however, does not specifically address potential impacts of the proposed project with respect to the landscaping improvements described in the Master Plan at the corner parks and edge promenade along Figueroa Street, adjacent to the project site. Potential impacts to these specific areas should be addressed in more detail.

While this letter sets forth various areas of particular concern, it is not intended, and should not be construed, as an exhaustive discussion of the DEIR's compliance with CEQA. In addition, the Science Center does not waive any rights it may possess or release any obligations owed to it by the LAMCC or by any other party under law or by contract. Such rights are reserved, including but not limited to, those rights and obligations contained in the ground leases and any amendments thereto between the Science Center and the LAMCC.

Thank you for the opportunity to comment on the DEIR for the proposed redevelopment of the Sports Arena.

Sincerely,

Jeffrey N. Rudolph
Executive Director
California Science Center

Eddie Kouyoumdjian
General Manager, Exposition Park

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

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ALHAMBRA, CALIFORNIA 91802-1460

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IN REPLY PLEASE REFER TO FILE: LD-1

January 6, 2011

Mr. Patrick Lynch
General Manager
Los Angeles Memorial Coliseum Commission
3939 South Figueroa Street
Los Angeles, CA 90037

Dear Mr. Lynch:

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
LOS ANGELES MEMORIAL SPORTS ARENA
3939 SOUTH FIGUEROA STREET
CITY OF LOS ANGELES

Thank you for the opportunity to review the DEIR for the Los Angeles Memorial Sports Arena project. The project involves the demolition and removal of the existing Sports Arena and the redevelopment of the project site with a new use that would reactivate the underutilized project site. The Los Angeles Memorial Coliseum Commission is considering two different options to redevelop the project site: a civic multiple use space, or a new professional 22,000-seat, outdoor, soccer stadium. The project site occupies approximately 15 acres of land within the southeastern portion of Exposition Park.

The following comments are for your consideration and relate to the environmental document only.

Hazards–Flood/Water Quality

Although both project options identified in the DEIR reduce the amount of runoff entering the flood control system, the Los Angeles County Flood Control District has a preference for Option 1, which consists of developing an open air multiple use space, since it would reduce a much larger portion of impermeable pavement then would Option 2 and, therefore, reduce a greater amount of runoff from entering the flood control system.

In order to further reduce the amount of runoff entering the flood control system, we recommend the use of permeable pavements for any new or redesigned parking lots.

If you have any questions regarding the flood/water quality comments, please contact Mr. Luis Perez at (626) 458-7161 or luperez@dpw.lacounty.gov.

Other–Building and Safety

Submit plans to Building and Safety Division for review and permit issuance.

If you have any questions regarding the building and safety comment, please contact Mr. Clint Lee at (661) 222-2940 or cllee@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or tduong@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

for ANTHONY E. VYINIH
Assistant Deputy Director
Land Development Division

JY:ca
P:\ldpub\CEQA\CDM-TD\City of Los Angeles_ Los Angeles Memorial Sports Arena_ DEIR.doc

December 29, 2010

SENT VIA FAX (213) 746-9346

Mr. Patrick T. Lynch, General Manager
Los Angeles Memorial Coliseum Commission
3939 S. Figueroa Street
Los Angeles CA 90037

Fax 213/746-9346

Re: Draft Environmental Impact Report for Los Angeles Memorial Sports Arena Redevelopment Project; SCH# 2010041059

Dear Mr. Lynch:

These comments concern the above referenced draft Environmental Impact Report (dEIR) for the redevelopment of the Los Angeles Sports Arena (Project) which was released for public comment on November 16, 2010 through December 30, 2010. Initially, we strongly encourage that the public comment period be extended by at least thirty (30) days to ensure that the Commission obtain appropriate and complete public review and comment on the Project. While possibly unintentional by the Commission, the release of a significant Draft EIR for public review during the traditional end of the year holiday season is not conducive to obtaining full public review and comment on the document. In fact, holiday-timed public review has been used as a strategic advantage for controversial project to avoid meaningful comments on projects in the past. The California Supreme Court has repeatedly emphasized the importance of the public's role in the CEQA process (see *Laurel Heights Improvement Association v. Regents of University of California* (1988) 47 Cal 3d 376). The Court has found that CEQA rests on the "belief that citizens can make important contributions to environmental protection and. . . notions of democratic decision making. . ." (*Concerned Citizens of Coats Mesa, Inc. v. 32nd District Agricultural Association* (1986) 42 Cal 3d 929). While the release of a sizable draft environmental document for a 45 day public comment period may seek technical compliance with CEQA review requirements, doing so during the holiday season compromises the intent of public involvement in the environmental process.

The dEIR identifies the Los Angeles Memorial Coliseum Commission (Commission) as the lead agency for this Project under CEQA. This identification is erroneous. CEQA does not grant a local public entity additional powers, independent of those granted by other laws. (See CEQA Guidelines 15040(b), *Sierra Club v. California Coastal Commission* (2005) 35 Cal 4th 839, 858-860, and *Kenneth Mebane Ranches v. Superior Court* (5th Dist. 1992) 10 Cal App 4th 276, 291). The dEIR correctly states that the Commission was created as a separate legal entity pursuant to a Joint Powers Agreement between the City of Los Angeles, County of Los Angeles and the Sixth District Agricultural Association. However, the authority of that separate legal entity is limited and specific to the management and control of the Coliseum and Sports Arena facilities.

Paragraph 12 of the Joint Powers Agreement provides:

> *lease, license, rent, use or permit the use of all or part of the Coliseum and Sports Arena, to any person, for competitive sports, athletics, games, pageants, parades, plays, celebrations, patriotic gatherings, public recreation, motion picture production, or public gatherings, or such other events as are deemed appropriate, or for City, County, or District affairs, or for viewing of any of the foregoing, and particularly to develop, and promote a wider use of the Coliseum and Sports Arena, through the presentation of festivals, pageants, games exhibits, industrial, horticultural or agricultural shows, conventions, exhibitions, and productions of a local, regional, national, or international character, primarily to the end that the citizens and public generally may enjoy and receive the greatest benefit possible from the Coliseum, and Sports Arena, and the City, and County and the District may more effectively exploit their climatic, geographical, recreational, cultural, and commercial resources and advances.* (emphasis added)

This specific and limited authority includes the management of the facilities, but does not include the demolition and replacement of the facilities, which is the defined purpose of the redevelopment project. The dEIR takes the quantum leap that the Commission is charged with planning the long-term use and operation of the "Sports Arena property," ignoring its mandate to focus its efforts on the Sports Arena *facility*. It is clear that the Joint Powers Agreement does not give the Commission *carte blanche* on the development of new uses of the property.

The dEIR does not address how the Commission is able to direct the demolition of the Sports Arena without legislative authority to do so. Absent such legislative authority, the Commission is unable to be identified as the lead agency which can take the discretionary action proposed by the Project other than adopting the "No-project Alternative." In addition, given the clear legislative intent provided by the JPA Agreement, the Commission must be focusing first on how the Sports Arena facility can best be used. However, the dEIR does not even address an option to renovate and improve the existing facility, which is the only development option available for the Commission to approve.

CEQA mandates that an EIR look at a "reasonable range of alternatives to the project, or the location of the project, that could feasibly attain the most basic objectives of the project." (CEQA Guidelines 15126.6(a), (f)) The dEIR defines the Project objective very broadly as planning the Sports Arena property for long-term use and operation for income generation and public uses.[1] The dEIR then limits the "reasonable range of alternatives" to two options, both of which call for the demolition of the facility and the development of either an open-air venue or an Major Soccer League soccer stadium. In order to approach the adequacy of alternatives analysis required by CEQA, the Commission must include analysis of the renovation of the Sports Arena facility as an alternative to meet the Project objective, and recirculate this analysis for public review. If the Commission obtains a legislative extension

of its powers to plan the demolition of the Sports Arena and redevelopment of the site, the Commission should develop a larger range of alternatives which support the objective of income generation and public use, and this enlarged number of alternatives should be analyzed and presented for public review. Absent such additional, meaningful alternatives analysis, the dEIR is fatally defective and fails to comply with the mandates of CEQA.

Moreover, in its current state, the Commission is not authorized to render a decision on any project alternative other than the no-project alternative. As such, the presentation of a single feasible alternative fails to satisfy the CEQA mandate to present a reasonable range of alternatives in the analysis.

We look forward to reviewing a revised and improved document once circulated by the Commission.

Best regards,

Jeffrey C. Stone
President

[1] As previously stated, this project objective exceeds the authority of the Commission.

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

September 2015

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

I. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059), which was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project). After the Certified EIR was certified by the Coliseum Commission, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of those uses approved under the Certified EIR. USC has now agreed with the Los Angeles Football Club (LAFC), which has acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop the LAFC Stadium on the Project Site (Modified Project). The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet), including the following uses and floor areas: up to approximately 30,250 square feet of office and conference facility space, including no more than 21,250 square feet of office space; an approximately 36,000-square-foot "World Football" museum; up to approximately 27,750 square feet of team store or other retail space; and up to approximately 11,900 square feet of restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Addendum is to analyze the Modified Project's proposed modifications to the Original

Stadium Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe under the Modified Project.

This Addendum demonstrates that all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

Section 15162 of the CEQA Guidelines requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, on page 31), the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, there are no substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR would have been undertaken, and no new information of substantial importance which was not known and could not have been known when the Certified EIR was certified has been identified. Therefore the minor changes resulting from the Modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to CEQA Guidelines Section 15162.

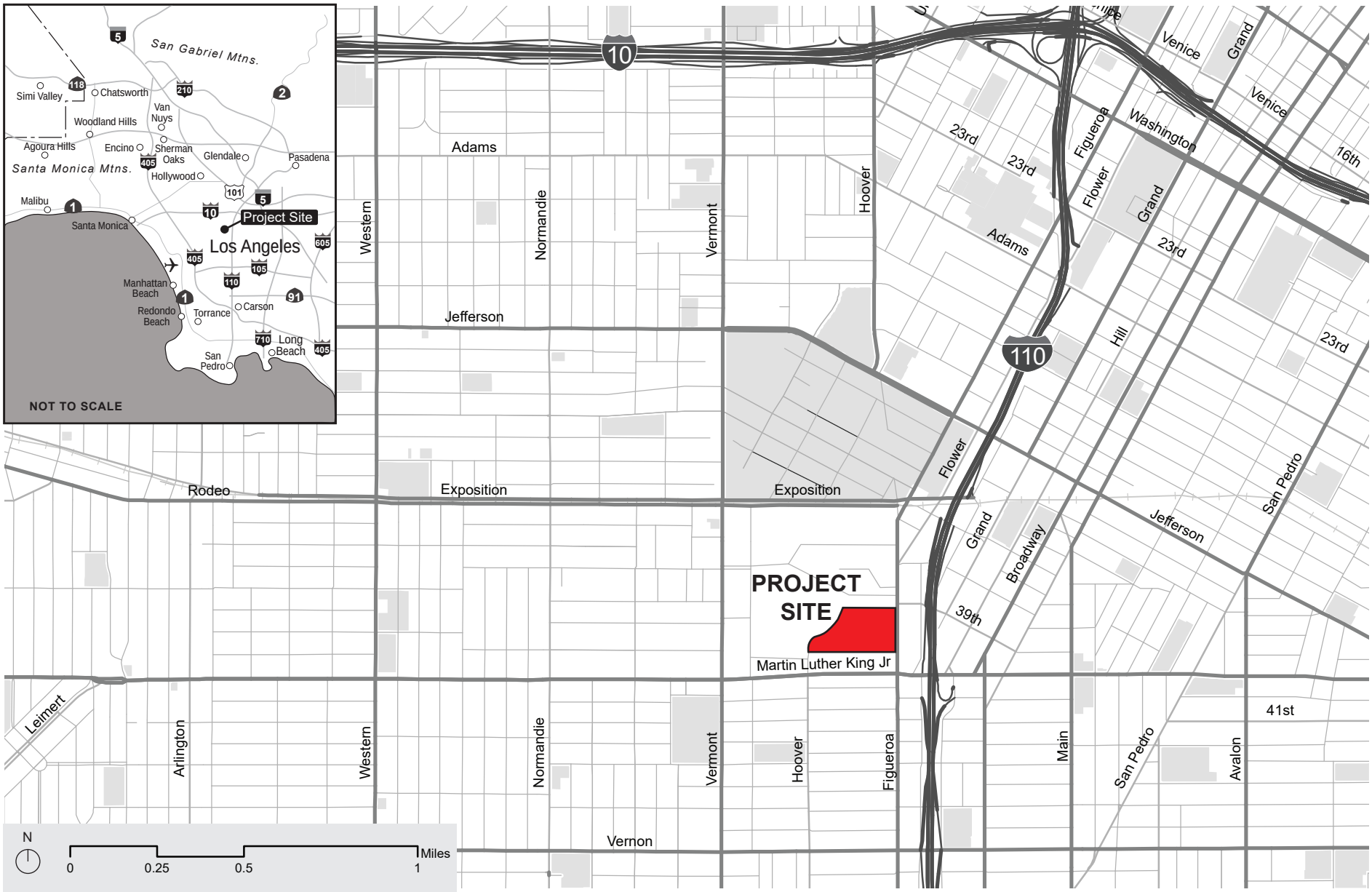
III. Project Description

A. Project Location and Existing Conditions

As shown in Figure 1 on page 5, the approximately 15-acre Project Site is located in the City of Los Angeles approximately 2 miles southwest of downtown, within Exposition Park. The Project Site includes the site of the existing Los Angeles Memorial Sports Arena (Sports Arena), located at 3939 South Figueroa Street, as well as immediately surrounding surface parking and landscape areas. The specific boundary of the irregularly shaped Project Site is shown in Figure 2 on page 6. As shown therein, the Project Site is bounded by Exposition Park Drive (Christmas Tree Lane) to the north, Figueroa Street to the east, Exposition Park Parking Lot 6 to the south, and South Coliseum Drive (Hoover Street) to the west. Regional access to the Project Site is provided by the Harbor Freeway (Interstate 110), located approximately 0.1 mile east of the Project Site. Major arterials serving the Project Site include Vernon Avenue, Martin Luther King, Jr. Boulevard, and Exposition Boulevard in the east-west direction; and Vermont Avenue, Figueroa Street, Hoover Street, and Flower Street in the north-south direction.

At approximately 160 acres, Exposition Park is the largest park in the Central Los Angeles area. It is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. Owned by the State of California and leased by various entities, Exposition Park houses the Coliseum; the Los Angeles Sports Arena (located on the Project Site); the California Science Center; the Dr. Theodore T. Alexander Jr. Science Center School; the California African American Museum; the Los Angeles County Natural History Museum; the Exposition Park Rose Garden; the Wallis Annenberg Building; and the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school. The Project Site is generally situated in the southeastern portion of Exposition Park. All of Exposition Park, including the Project Site, is located within the City's South Los Angeles Community Plan Area, the eastern boundary of which is Figueroa Street. The Project Site is also within the boundaries of the Coliseum District Specific Plan (Specific Plan). All land uses east of Figueroa Street are located in the Southeast Los Angeles Community Plan Area.

Land uses immediately adjacent to the Project Site include Christmas Tree Lane and adjacent landscaped areas to the north; the Coliseum and adjacent surface parking lots across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses and surface parking lots fronting the east side of Figueroa Street to the east. Residential uses are also located in the vicinity of the Project Site, including multi-family residential uses fronting Flower Drive to the east, and multi-family



eyestone ENVIRONMENTAL

Figure 1
Regional and Vicinity Map

Source: Google Earth, 2015; Eyestone Environmental, 2015.

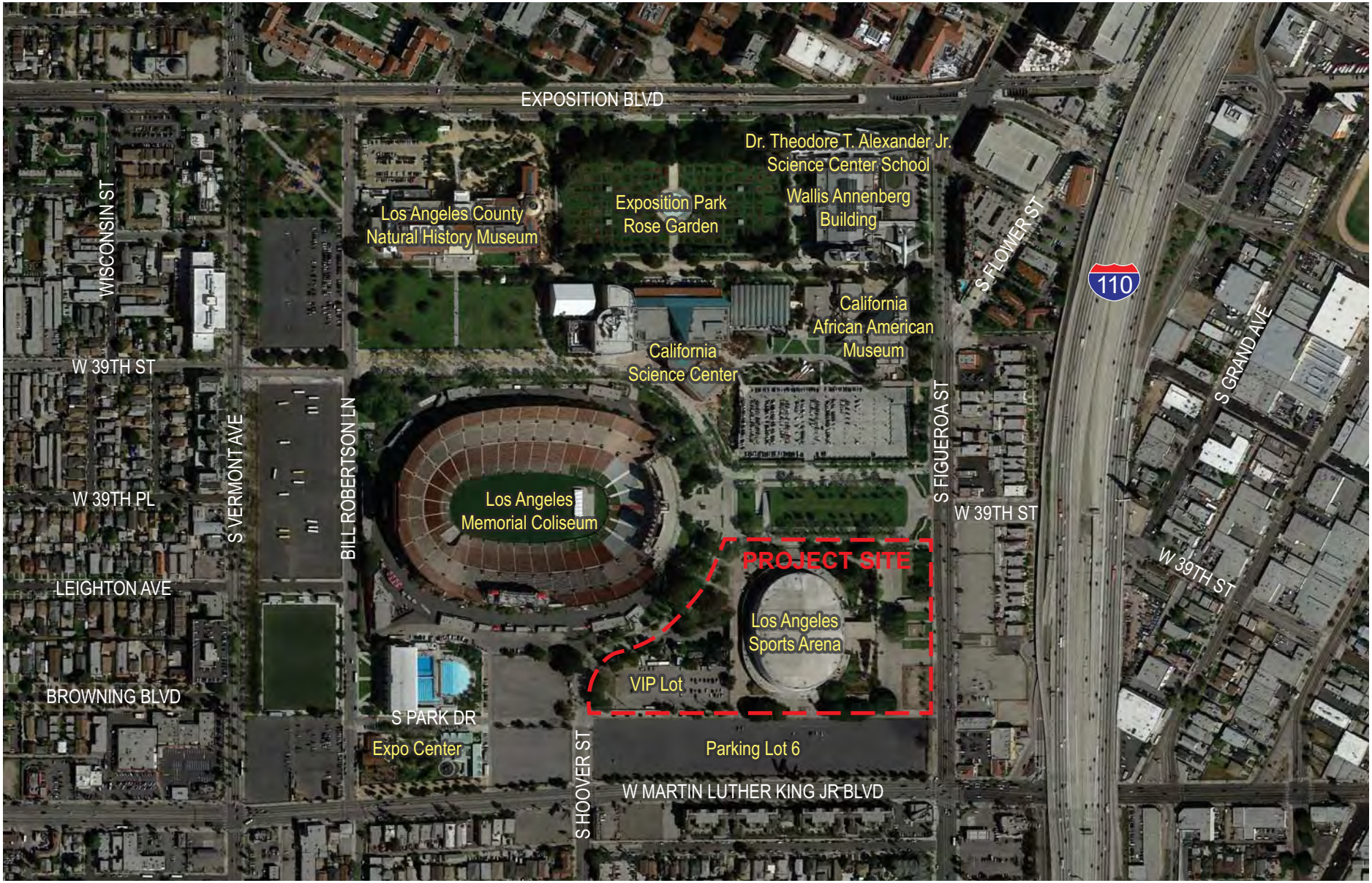


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Figure 2
Aerial Photograph

Source: Google Earth, 2015; Eyestone Environmental, 2015.

residential uses on the south side of Martin Luther King, Jr. Boulevard to the south. In addition, the USC main campus is located north of Exposition Boulevard.

The predominant land use on the Project Site is the 16,740-seat Sports Arena. Since it commenced operations in 1959, the Sports Arena has hosted indoor sporting events as well as other major events including political conventions, concerts, trade shows, and rallies. The Sports Arena hosts weekday and weekend events, with attendance levels ranging from approximately 500 to approximately 55,000 attendees. The Sports Arena is an oval-shaped structure oriented along a north-south axis. It was constructed within a large excavated depression that extends approximately 25 feet below grade level; as such, the seven-story arena extends only approximately 45 feet above grade level. In addition to the Sports Arena, a surface parking lot for VIPs occupies the western portion of the Project Site. The VIP parking lot contains approximately 238 vehicle parking spaces and is accessed from South Coliseum Drive via Martin Luther King, Jr. Boulevard. The Project Site is generally flat, with the exception of the sunken court and seating within the Sports Arena structure, and a sunken landscaped courtyard extending off of the east side of the Sports Arena structure. The Project Site also includes several at-grade plazas and ornamental landscaping.

USC currently leases the Sports Arena, as well as the adjacent Coliseum, from the Coliseum Commission. USC's lease, including extension options, provides USC with the right to possess and use the Sports Arena site through 2054. The USC lease also contemplates the redevelopment of the Sports Arena site with a soccer stadium and associated ancillary facilities, provided that the seating capacity in any stadium does not exceed 24,950 seats. In addition, USC has entered into a Lease Option Agreement with the California Science Center (Sixth District Agricultural Association) that would provide USC with an option to enter into a new lease for the Sports Arena site that could be extended through 2111. USC and LAFC have proposed entering into a sublease for the Sports Arena site that would give LAFC the right to develop the Modified Project and possess and use the Sports Arena site consistent with the rights in these existing USC lease agreements.

As further discussed below, a distinct project site has been identified for the Modified Project's signage program (Signage Project Site), which encompasses an area within the Specific Plan that is slightly larger than the Project Site. Specifically, the Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street, and Parking Lot 6 to the south of the Project Site, which is controlled by the State of California (California Science Center). The only proposed development involved within areas of the Signage Project Site that are outside the Project Site involves signage.

B. Projects Analyzed under the Certified EIR

As previously discussed, the Certified EIR analyzed the demolition of the existing Sports Arena and the redevelopment of the Project Site with two potential options: (1) the Multi-Use Project, which would include a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses, referred to as Option 1 in the Certified EIR; or (2) the Original Stadium Project, which would include an MLS Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities, referred to as Option 2 in the Certified EIR. Both of these development options were analyzed with an equal level of detail in the Certified EIR, and the Coliseum Commission has kept both options available for future consideration.

The Certified EIR assumed that under the Multi-Use Project (Option 1), all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed, and the Project Site would be redeveloped with a multiple-use space anchored by an open-air amphitheater. The multiple-use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic events such as parades, rallies, public gatherings, festivals, and neighborhood carnivals, similar to the types of outdoor events currently held at the Sports Arena. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena and would be surrounding by grass-covered seating levels (no fixed seating was proposed). To provide for flexible programming, it was assumed that the multiple-use space could support stand-alone events confined to the Project Site or, alternatively, serve as an extension space and/or overflow parking space for joint events held within Exposition Park, including the Coliseum. A variety of different types of events could be held at the multiple-use space, from outdoor concerts and cultural gatherings with anticipated attendance levels ranging from 500 to 4,000 attendees, to annual events such as charity walks, music festivals, and citywide celebrations with anticipated attendance levels ranging from 1,000 to 90,000 attendees. The Certified EIR assumed that under any possible joint use of the Coliseum and the multiple-use space, the total planned attendance would not exceed the current capacity of the Coliseum (i.e., 93,000 attendees).

The Certified EIR assumed that under the Original Stadium Project (Option 2), the existing Sports Arena would be removed and the Project Site would be redeveloped with an MLS Stadium with a permanent seating capacity of approximately 22,000 seats. The analysis in the Certified EIR assumed that the state-of-the art venue would host 15 MLS games in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena, such as USC soccer games, open-air entertainment events such as

concerts and civic gatherings, and exhibition soccer games, and would serve as a practice facility for local soccer teams. The stadium would also include associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities. The VIP parking lot to the west of the proposed stadium was assumed to remain as surface parking. Similar to Option 1, the Certified EIR assumed that total attendance during simultaneous events at the Coliseum and the MLS Stadium would not exceed 93,000 attendees (refer to Mitigation Measure MM J-1 in the Certified EIR).

The Original Stadium Project was assumed to be an outdoor facility oriented on a north-south axis featuring dome-style architecture topped by a curved roof on its east and west sides. The stadium would be constructed within the existing depression currently occupied by the Sports Arena so that the field and much of the seating would be located below grade-level elevation. As a result, the stadium analyzed in the Certified EIR would occupy the same general field of view as the current Sports Arena building. The existing depression would be graded and reconfigured to accommodate the footprint of the stadium, requiring the import of approximately 125,000 cubic yards (cy) of soil.

The lighting for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Low-level security lighting would also be installed throughout the remainder of the Project Site to mark walkways, parking areas, restroom facilities, and entrances. The proposed soccer stadium would also include landscaped plazas and roadways and perimeter landscaping.

The Certified EIR assumed that the Original Stadium Project would include advertising signage and naming rights consistent with similar sporting venues in the Los Angeles area. The Certified EIR explained that while a detailed signage program had not been developed for the Original Stadium Project, the signage program would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), the design guidelines of the South Los Angeles Community Plan, and the overriding rules and regulations set forth for signage in the Coliseum District Specific Plan.

The construction analysis in the Certified EIR for the Original Stadium Project is based on an approximately 20-month construction schedule that involves the following phases: (1) demolition of the existing Sports Arena, resulting in 5.4 million cubic feet of demolition debris; (2) import of approximately 125,000 cy of soil; (3) grading and reconfiguration of the Project Site to accommodate the stadium footprint; (4) pouring of concrete to create the stadium foundation; (5) construction of the stadium and related support facilities; and (6) installation of grass and landscaping. Construction of the

Approved Multi-Use Project was assumed to entail a similar order of phasing, but with a shorter construction phase and an import of approximately 250,000 cubic yards of soil.

The Coliseum Commission certified the Certified EIR in February 2011. However, the Coliseum Commission did not select between the Original Stadium Project and the Multi-Use Project at that time. Both options remain open.

C. Modified Project

LAFC and USC have proposed entering into a lease agreement for the Sports Arena site that would enable LAFC to develop the Modified Project and possess and use the Sports Arena site consistent with USC's existing agreements with the Coliseum Commission and the California Science Center (Sixth District Agricultural Association). Those existing agreements recognize that the Sports Arena site may be redeveloped with the Original Stadium Project, analyzed as Option 2 in the Certified EIR. As described in detail below, in addition to the Original Stadium Project's approximately 22,000-seat soccer stadium and associated uses, LAFC is proposing certain modifications to the Original Stadium Project that include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (up to approximately 119,000 gross square feet) that would be open during stadium events as well as on non-event days, refinements to the design of the stadium, the redevelopment of the VIP parking lot west of the stadium as a new parking area, and adjustments to construction phasing.[1] These modifications are hereafter referred to as the Modified Project.

A table summarizing the primary differences between the Original Project and the Modified Project is provided in Table 1 on page 11. A Conceptual Site Plan for the Modified Project is provided in Figure 3 page 13.

(1) Ancillary Uses and Northwest Plaza

Under the Modified Project, additional amenities supporting the primary stadium use and further activating the Project Site on non-event days (Ancillary Uses) would be incorporated into the project design to provide for a cohesive development that is comparable to other recently-constructed MLS venues. Specifically, the Ancillary Uses

[1] *The total amount of development would not exceed approximately 641,000 gross square feet.*

Table 1
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
Demolition	Demolition of the Sports Arena	No Change
MLS Stadium	22,000 seating capacity; Would host MLS games, USC soccer games, open-air entertainment events (e.g., concerts and civic gatherings), and exhibition soccer games. Would include amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities.	No Change
Ancillary Uses		
Conference Facility and Office Space	0	≈ 30,250 sf (max. 21,250 sf office)
Museum	0	≈ 36,000 sf
Team Store and Other Retail	0	≈ 27,750 sf
Restaurant	0	≈ 11,900 sf (max. 4,250 sf high-turnover sit-down) (max. 2,550 sf fast food)
Total Ancillary Uses		≈ 105,900 sf (max)
Open Space and Pedestrian Plazas	Perimeter landscaping and pedestrian plaza areas. Open space square footage not specified.	≈ 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas, potentially including water features, public art, and seating areas. Pedestrian plazas would include a main plaza at the northwest corner of Project Site and a large pedestrian gathering area along Figueroa Street.
Signage and Lighting	Signage consistent with the LAMC, South Los Angeles Community Plan, and Specific Plan. High-intensity field lighting (focused downward) and low-level security lighting throughout.	New Supplemental Use District (SUD) for signage to permit proposed signage program including up to ≈ 44,500 sf of signage for Modified Project including 19,200 sf digital signage, identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Table 1 (Continued)
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
		Lighting would include illuminated signage in addition to field and security/wayfinding lighting.
Existing VIP Parking Lot	Retained and used for surface parking	Reconfigured and used for surface parking

sf = square feet

Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."

Source: Eyestone Environmental, 2015.

would include a total of up to approximately 105,900 square feet of new floor area[2] (up to approximately 119,000 gross square feet) and would include the following:

- up to approximately 30,250 square feet (sf) of office and conference facility space, including no more than 21,250 sf of office space (with morning conference facility functions on non-event days limited to 261 attendees and evening conference facility functions on non-event days limited to 430 attendees if the maximum amount of office space is developed);
- an approximately 36,000-sf museum;
- up to approximately 27,750 sf of team store or other retail space (of which no more than 2,700 sf could be located along the Figueroa Street frontage of the Project Site); and up to approximately 11,900 sf of restaurant uses, including no more than 4,250 sf of high-turnover sit-down restaurants and 2,550 sf of fast food restaurants (with no more than 1,275 sf of the fast food space located along the Figueroa Street frontage of the Project Site).

[2] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

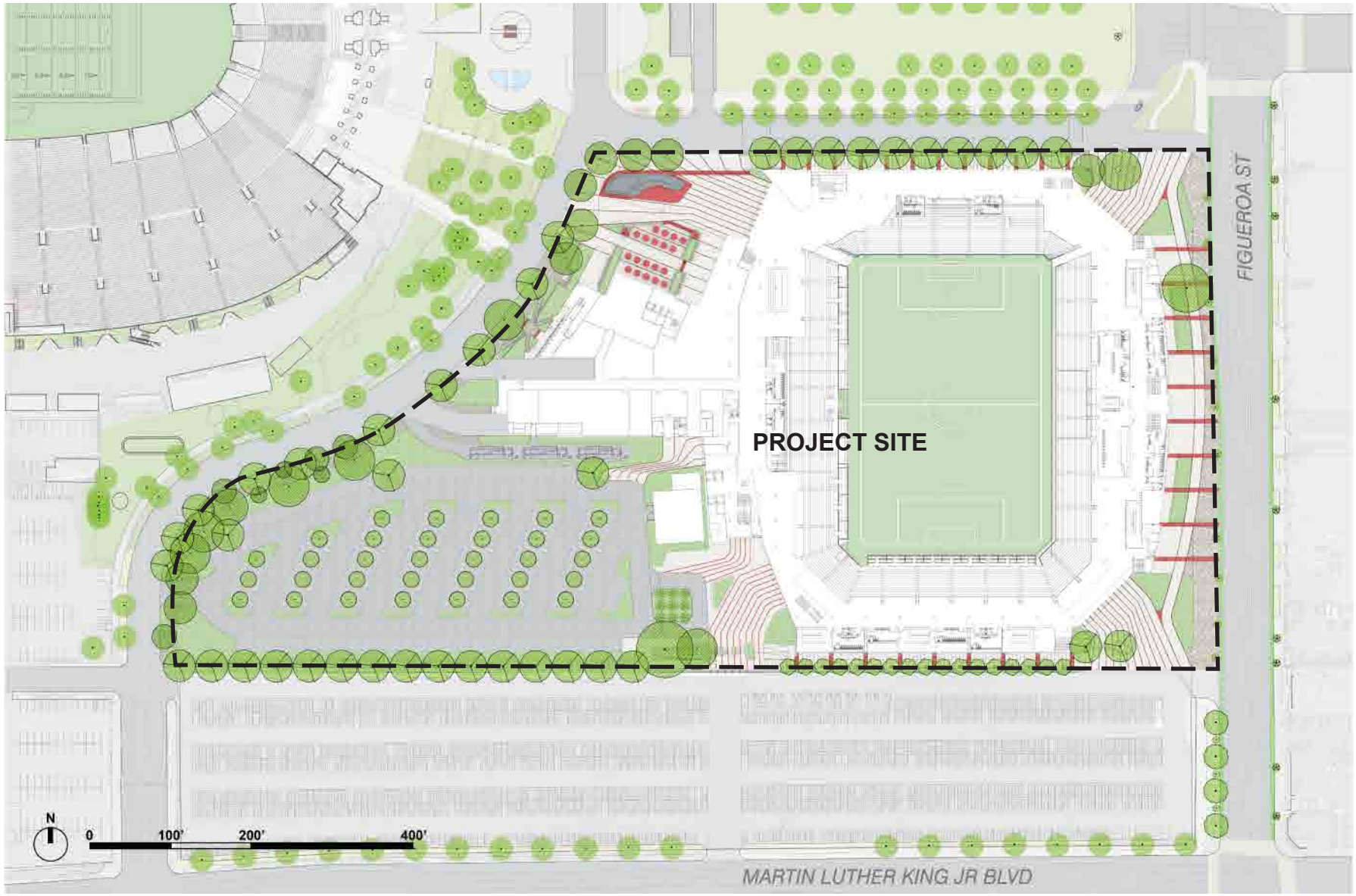

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Figure 3
Conceptual Site Plan

Source: Gensler, 2015.

The primary function of the proposed conference facilities would be to provide programming for event day patrons (e.g., VIP gatherings and other programming during events at the stadium or the adjacent Coliseum). On non-event days, the conference facilities would serve as meeting spaces for conferences for outside organizations (such as USC, chambers of commerce, trade groups, and other types of businesses and organizations), with attendance limited based on the amount of office space that is developed, as described above. Additional conference facility attendees beyond the limits described above could be allowed by reducing the maximum office floor area from the proposed maximum of 21,250 sf. Specifically, for every reduction of 850 sf in office space floor area, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

In addition to supporting stadium events (i.e., games and concerts), the Ancillary Uses would be open to the public on non-event days to serve as a catalyst for the revitalization of Exposition Park and to complement and enhance the existing venues and destinations within the park. For periods before, during, and after games/events at the proposed stadium, the Ancillary Uses would be open only to ticket-holding game/event patrons. Further, for events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses would be open only to ticket-holding patrons of those events for periods before, during, and after the events. Refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum.

Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium, although up to 3,975 sf of retail and restaurant uses could be located along the stadium's Figueroa Street frontage, as noted above. The Ancillary Uses would reach a maximum height of 75 feet above grade. The Northwest Plaza would provide a gathering space for pre-game events and other game-day activities and would serve as an active public space on non-event days (e.g., for small concerts, red carpet events, and community events such as food festivals or art fairs). Ground floor restaurants would open up to the plaza to provide outdoor dining and seating areas. The Northwest Plaza would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas. Sound, lighting, and video components would also be incorporated into the design of the plaza. The Northwest Plaza would link to a system of enhanced pedestrian improvements and open space areas that would encircle the stadium. Specifically, the Modified Project would include approximately 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas. The Ancillary Uses and the

Northwest Plaza would have the potential to operate from mid-morning (i.e., 10:00 A.M.) until 2:00 A.M., seven days a week, with some ancillary uses (e.g., the museum and retail uses) closing sooner. The conference facilities and office space would have the potential to operate earlier in the morning, as described above, and also would have the potential to operate seven days a week until 2:00 A.M.

(2) Stadium Design

As is the case under the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events (such as soccer games), open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. However, with the evolution of the project design, refinements and modifications have been made to the physical characteristics of the stadium. The following discussion provides a detailed description of the proposed stadium design under the Modified Project. Conceptual renderings of the proposed stadium are provided in Figure 4 through Figure 6 on pages 16 through 18. Stadium elevations are provided in Figure 7 and Figure 8 on pages 19 and 20.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium.

Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena. The roof canopy would consist of a steel frame with a lightweight, ethylene tetrafluoroethylene (ETFE) canopy skin that would provide shade for most of the stadium's seating areas while also being translucent. The canopy skin would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet.

Based on the conceptual site plan, the stadium structure would be approximately 470 feet from the Coliseum peristyle when measured on the diagonal from the northwestern corner of the stadium. The westernmost façade of the Ancillary Uses building

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Figure 4
Conceptual Stadium Rendering—Figueroa Street Entry

Source: Gensler, 2015.

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Figure 5
Conceptual Stadium Rendering—Northwest Plaza

Source: Gensler, 2015.

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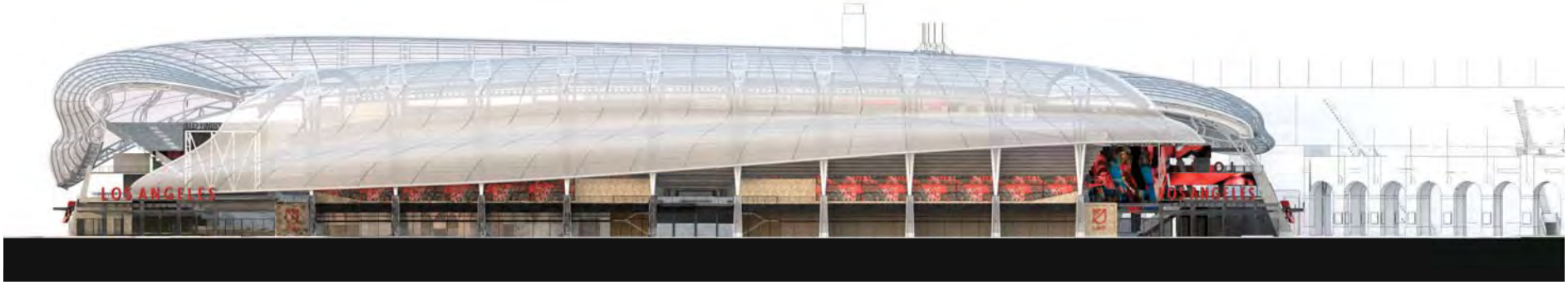
Figure 6
Conceptual Stadium Rendering—Aerial View

Source: Gensler, 2015.



EAST ELEVATION

WEST ELEVATION

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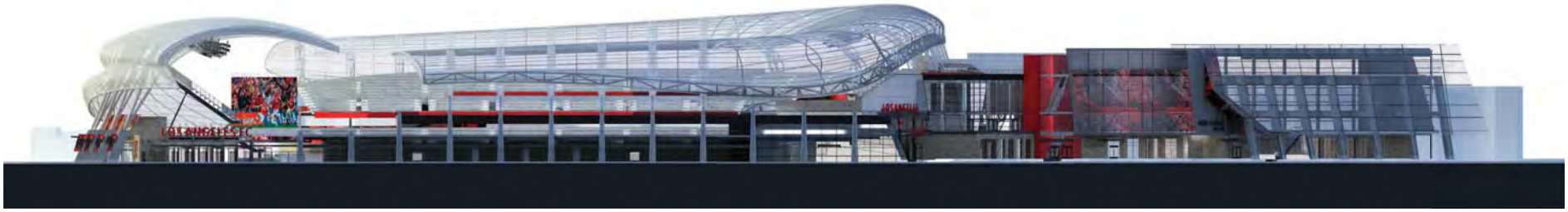
Figure 7
Proposed Stadium Elevations—East and West

Source: Gensler, 2015.



NORTH ELEVATION

SOUTH ELEVATION

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Figure 8
Proposed Stadium Elevations—North and South

Source: Gensler, 2015.

would be setback approximately 60 feet from South Coliseum Drive and approximately 270 feet from the Coliseum wall. The eastern façade of the stadium would be setback approximately 58 feet from Figueroa Street. The northern façade of the stadium structure would be setback 27 feet from the southern curb of South Coliseum Drive. Through the final design process, the stadium footprint could be moved or extended up to 40 feet to the west from the location depicted on the conceptual site plan shown in Figure 3 on page 13. Under this scenario, no building heights would increase, and the Ancillary Uses building would remain in the same location, though would be reconfigured in the area where it connects to the stadium. If adjusted in this manner, the stadium structure would be approximately 430 feet from the Coliseum peristyle. Under any buildout scenario, the Modified Project would retain the geometry of the existing sidewalk and curb line of South Coliseum Drive.

The stadium's seating bowl would be comprised of multiple levels that would provide a series of different seating types and amenities including a supporter's section, standing room terraces, premium clubs and suites, and general seating areas. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. Premium spaces such as club lounges and suites would be interior spaces. A rooftop terrace at the top of the west seating bowl, along with two standing room terraces along the northern side of the stadium, would be featured spaces both during games and for other hospitality events, with potential hours of operation from mid-morning until 2:00 A.M., seven days a week. The rooftop terraces could include features such as seating areas, gathering spaces, water features (such as a reflection pool or pool), and art.

The stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entry to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates, such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

(3) Signage and Lighting

A signage program has been developed for the Modified Project that is an important element of a major league sports stadium. The proposed signage program would support

advertising and the naming and sponsorship rights to the Modified Project, generating revenue streams necessary for Modified Project funding. Signage rules and regulations pertaining to the Project Site are currently set forth in the Specific Plan. The Modified Project's signage program would be implemented through a new Supplemental Use Sign District (SUD), consistent with current City policies regarding the regulation of signage. Consistent with the Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the Modified Project's proposed Specific Plan amendment (refer to Section III.9, Discretionary Actions, on page 30 of this Addendum), the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD.

As shown on Figure 9 on page 23, the proposed SUD would encompass the entire Specific Plan area and would create five sign zones, the Primary Stadium Zone, Secondary Stadium Zone, Soccer Stadium Zone, South Parking Lot Zone, and Freeway Zone. The Project Site is located within the Soccer Stadium Zone. The proposed SUD would allow the same amount and variety of signage currently authorized by the Specific Plan in the Primary Stadium Zone, Secondary Stadium Zone, and Freeway Zone. A new signage program associated with the Modified Project would be allowed in the Soccer Stadium Zone. In addition, some limited new signage associated with the Modified Project would be allowed in the South Parking Lot Zone (i.e., Parking Lot 6 south of the Project Site). The areas where Modified Project-related signage would be permitted are collectively referred to as the Signage Project Site, as shown in Figure 10 on page 24. The Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking Lot Zone). The proposed signage program for the Signage Project Site, including permitted sign types, sizes, and locations, is provided in Appendix C of this Addendum.

As shown in Appendix C of this Addendum, total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a

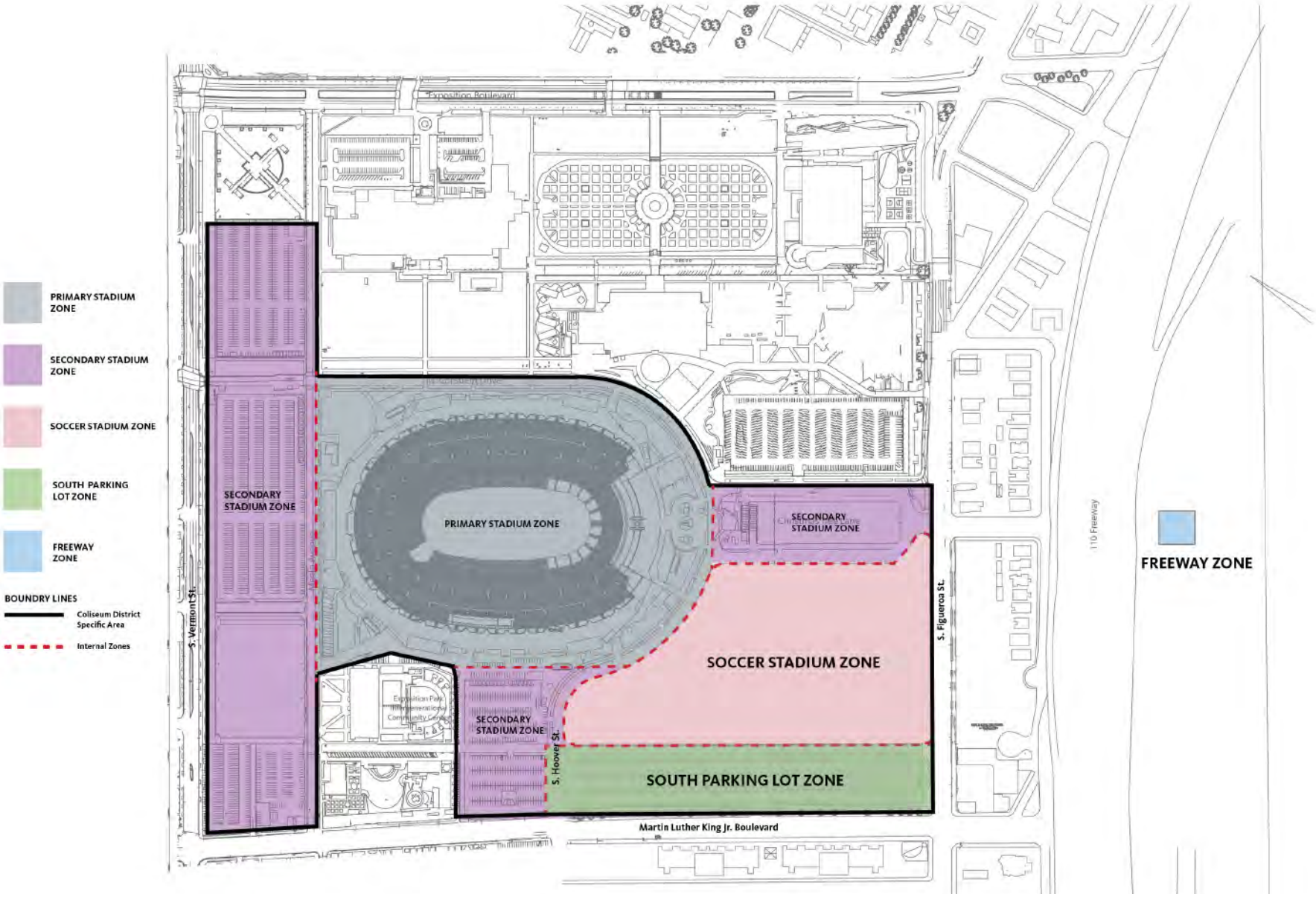

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Figure 9
Proposed Supplemental Use Sign District

Source: Gensler, 2015.

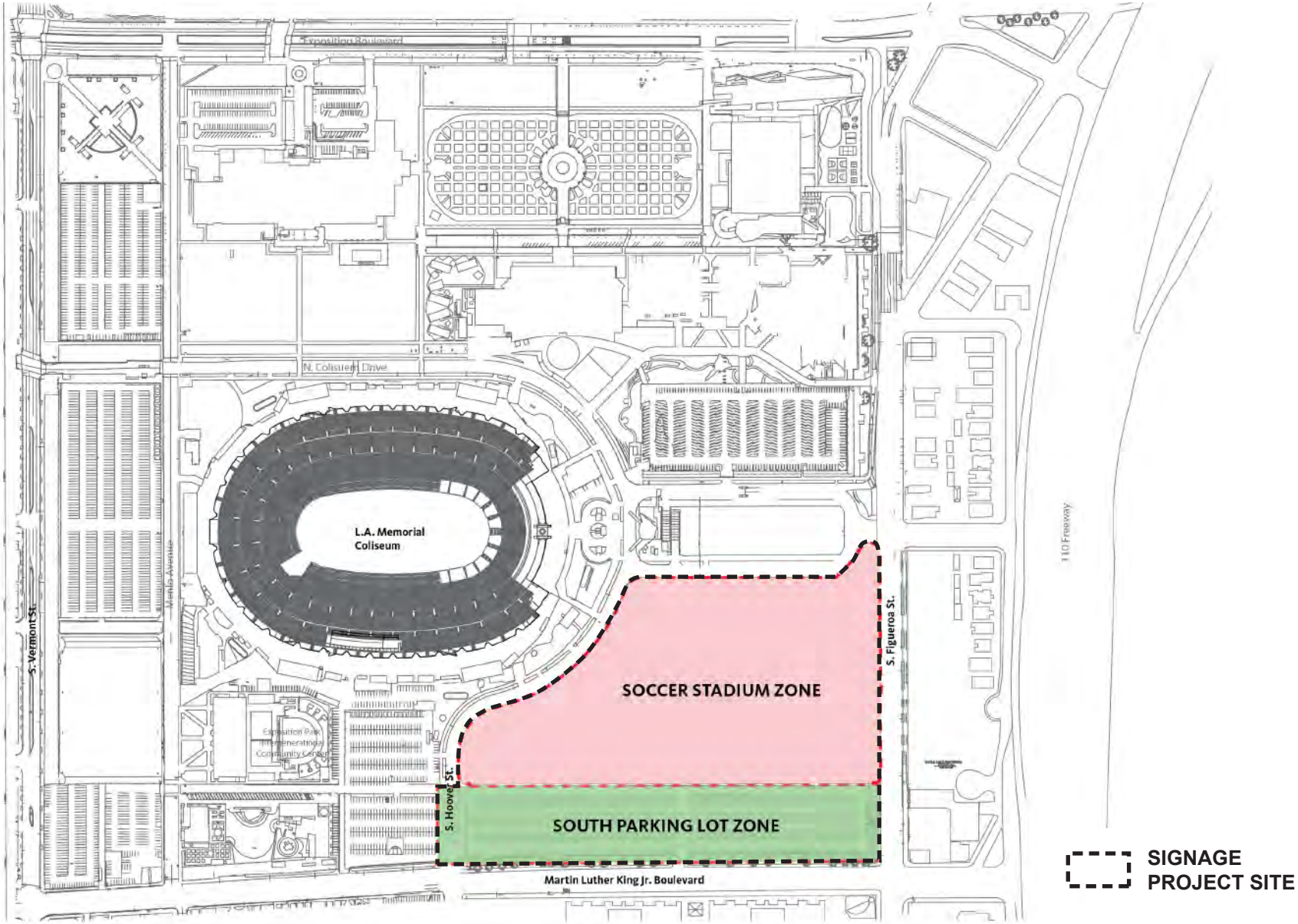

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Figure 10
Signage Project Site

Source: Gensler, 2015.

free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. In addition, the SUD would place limitations on the operating hours and illumination of permitted signs.

Lighting for the Modified Project would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

(4) VIP Parking Lot

Under the Modified Project, the VIP parking lot west of the stadium, which contains approximately 238 vehicle parking spaces, would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter fence and gates and accessed from South Coliseum Drive, similar to existing conditions.

(5) Figueroa Street Pedestrian Improvements and Project Site Boundary Modification

The Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. The portion of the sidewalk that would be redeveloped would include the on-site portion along the eastern boundary of the Project Site as well as two off-site portions north and south of the Project Site such that the improved sidewalk would extend from Christmas Tree Lane to Martin Luther King, Jr. Boulevard. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage, as noted above. The Modified Project also includes a slight modification to the Project Site boundary at the northeast corner of the Project Site so that the Project Site boundary generally corresponds with the southern and western edges of the South Coliseum Drive and Figueroa Street

rights-of-way, respectively, as shown in Figure 1, Figure 2, and Figure 3 on pages 5. 6, and 13, respectively. With this change, the size of the Project Site remains approximately 15 acres, which is substantially consistent with the Project Site analyzed in the Certified EIR.

(6) Sustainability Features

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Specific sustainability features that have been incorporated into the Modified Project are summarized below. It should be noted that while this Addendum evaluates the potential environmental impacts that would occur from the proposed modifications to the Original Stadium Project, i.e., the Ancillary Uses that would be developed under the Modified Project, in order to present a comprehensive and informative description of the degree of sustainability for the development as a whole, the proposed sustainability features would apply to all development located within the Project Site, including the stadium component of the Modified Project.

<u>Site Location and Community Access</u>

- The Project Site is located approximately two miles southwest of downtown, within Exposition Park, on a previously developed urban site where substantial existing infrastructure is in place (refer to Figure 1 on page 5). This location provides convenient pedestrian access to several stops on the Expo Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). All of these transit facilities are operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site.

Water Efficiency

- The Modified Project would reduce indoor potable water demand by at least 20 percent below 2013 CALGreen requirements.
- The Modified Project would comply with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- The Modified Project would include conservation measures in accordance with Los Angeles Department of Water and Power (LADWP) requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- The Modified Project would use native, drought-tolerant plantings and xeriscape designs for non-playing field areas.

Water Quality

- The Applicant would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plan (SUSMP), both of which would include Best Management Practices (BMPs), subject to City of Los Angeles Department of Building and Safety approval. The Modified Project would comply with applicable Los Angeles County Regional Water Quality Control Board (LARWQCB) requirements including National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) requirements.

Energy and Atmosphere

- The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and would implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles.

Materials and Resources

- A minimum of 20 percent of all building materials would consist of pre-consumer and post-consumer recycled content and would be manufactured within a 500-mile radius of the Project Site.

- The Applicant would develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills. Specifically, a minimum of 75 percent of all demolition and construction waste would be diverted for recycling.

- During operation, the Modified Project would divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging.

Indoor and Outdoor Air Quality

- An indoor air quality management plan would be prepared prior to construction. The design would specify interior finish materials such as adhesives, sealants, paints, flooring, and composite wood products with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.

- The Applicant would implement South Coast Air Quality Management District (SCAQMD)-recommended BMPs during construction and would comply with SCAQMD Rule 403—Fugitive Dust.

- The Applicant would use low-VOC paints for all interior and exterior surfaces.

(7) Site Access and Parking

Parking for the Modified Project would be provided by the supply available at Exposition Park. Exposition Park provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park (not including the on-site VIP parking lot, as discussed below). These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of a Non-Disturbance Agreement between the California Science Center and USC, during special events at the

Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center parking structure and 375 spaces may be reserved by the Natural History Museum in Lot 3. If these reservations occur, an estimated 4,986 spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter these parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the existing VIP parking lot located on the Project Site, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park to up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

Vehicle access to the Project Site would be provided off of Figueroa Street via Exposition Park Drive (Christmas Tree Lane) and Martin Luther King, Jr. Boulevard. Primary vehicle access on non-event days would occur at the existing signalized intersections of Hoover Street/Martin Luther King, Jr. Boulevard and Figueroa Street/ Exposition Park Drive/39th Street. Truck access to the Project loading docks would be provided from South Coliseum Drive (Hoover Street). Additionally, the south drive of Christmas Tree Lane could be closed to traffic and open to pedestrians prior to and during events at the stadium, and would be re-opened to allow for exiting traffic prior to completion of the event.

The Modified Project would provide a minimum of 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium, of which 107 (58 short-term and 49 long-term) would be provided in LAMC-compliant bike racks and would satisfy LAMC bicycle parking requirements for the Modified Project's Ancillary Uses on non-event days. The remaining 333 bicycle parking spaces would be managed via a bicycle valet service on event days.

(8) Construction

Construction of the Modified Project is anticipated to take approximately 20.5 months to complete, which is slightly longer than the construction duration assumed for the Original Stadium Project in the Certified EIR. Construction is anticipated to involve five key phases: abatement and soft demolition (approximately 10 weeks); structure demolition (approximately 14 weeks); grading (approximately 4 weeks); building construction (approximately 14 months); and site finishing (approximately 2 months,

overlapping with the last several weeks of building construction). It is estimated that demolition of the existing Sports Arena would create approximately 5.4 million cubic feet of debris, a large percentage of which would be reused on-site as base material. Up to 200,000 cubic yards (cy) of soil would be moved and re-compacted on-site. Whereas the Original Stadium Project analyzed in the Certified EIR estimated an import of approximately 125,000 cy of soil, the Modified Project could result in a total import/export of up to 30,000 cy of soil. Construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard, and construction worker parking would be coordinated through the Exposition Park General Manager.

(9) Discretionary Actions

The Lead Agency with discretionary authority to approve the Modified Project is the Coliseum Commission. In addition, the Modified Project would require various discretionary and ministerial approvals from the City of Los Angeles. In addition to approval of the Modified Project by the Coliseum Commission, approvals required for development of the Modified Project by the City of Los Angeles would include, but may not be limited to, the following:

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, floor area ratio (FAR), height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage; and
- Possible Board of Police Commissioners permit for extended interior construction hours.

Other discretionary approvals for the Modified Project may include:

- Haul Route approval (as applicable);
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California

Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

IV. Comparative Analysis of Modified Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and focus on the potential changes in environmental impacts that could result from implementation of the Modified Project. Specifically, potential impacts attributable to the Modified Project are compared with the analysis and findings within the Certified EIR to determine if such impacts are within the envelope of impacts documented in the Certified EIR, including whether new significant impacts would result from the Modified Project or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, and as summarized in Table 2 on page 32, the Modified Project would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR. In addition, a revised Mitigation Monitoring Program (MMP) containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Table 2
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
A. Aesthetics/Visual Resources		
Visual Character/Views		
Construction	Not Analyzed	Less Than Significant
Operation	Less Than Significant	Less Than Significant
Light, Glare, and Shading		
Light and Glare	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Shading	Not Analyzed	Less Than Significant
B. Agriculture and Forestry Resources		
Agricultural Resources	No Impact	No Impact
Forestry Resources	Not Analyzed	No Impact
C. Air Quality		
Construction		
Regional Emissions	Significant and Unavoidable	Significant and Unavoidable
Local Emissions	Less Than Significant	Less Than Significant
Operation		
Regional Emissions	Less Than Significant	Less Than Significant
Local Emissions	Not Analyzed	Less Than Significant
D. Biological Resources		
Biological Resources	No Impact	Less Than Significant
E. Cultural Resources		
Archaeological Resources	Not Analyzed	Less Than Significant
Paleontological Resources	Not Analyzed	Less Than Significant with Mitigation
Historic Resource	Significant and Unavoidable	Significant and Unavoidable
F. Geology and Soils		
Geology and Soils	Not Analyzed	Less Than Significant
G. Greenhouse Gas Emissions		
Greenhouse Gas Emissions	Less Than Significant	Less Than Significant
H. Hazards and Hazardous Materials		
Hazards and Hazardous Materials	Less Than Significant	Less Than Significant with Mitigation
I. Hydrology and Water Quality		
Hydrology and Water Quality	Less Than Significant	Less Than Significant

Table 2 (Continued)
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
J. Land Use and Planning		
Consistency with Regulatory Framework	Less Than Significant	Less Than Significant
Land Use Compatibility—Construction	Significant and Unavoidable	Significant and Unavoidable
Land Use Compatibility—Operation	Less Than Significant	Less Than Significant
K. Mineral Resources		
Mineral Resources	No Impact	No Impact
L. Noise		
Construction	Significant and Unavoidable	Significant and Unavoidable
Operation	Significant and Unavoidable	Significant and Unavoidable
M. Population, Housing, and Employment		
Population	Less Than Significant	Less Than Significant
Housing	Less Than Significant	Less Than Significant
Employment	Less Than Significant	Less Than Significant
N. Public Services		
Fire Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Police Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Schools	Not Analyzed	Less Than Significant
Parks and Recreation	Not Analyzed	Less Than Significant
Other Public Facilities (Libraries)	Not Analyzed	Less Than Significant
O. Traffic and Circulation		
Construction		
Traffic	Not Analyzed	Less Than Significant
Operation		
Intersections	Less Than Significant	Less Than Significant
Congestion Management Program	Not Analyzed	Less Than Significant
Access	Not Analyzed	Less Than Significant
Parking	Less Than Significant	Less Than Significant
P. Utilities and Service Systems		
Water Supply	Less Than Significant	Less Than Significant
Wastewater	Less Than Significant	Less Than Significant
Solid Waste	Less Than Significant	Less Than Significant
Energy	Less Than Significant	Less Than Significant

Source: Eyestone Environmental, 2015.

A. Aesthetics

The following analysis of the Modified Project's potential impacts associated with aesthetics (visual character and views, light and glare and shading) is based on the analysis provided in Section IV.A, Aesthetics, of the Certified EIR, and on the Environmental Impact Lighting Study (Lighting Study) prepared for the Modified Project by Francis Krahe & Associates, dated August, 2015, which is included in Appendix B of this Addendum. The Lighting Study evaluates the proposed lighting program associated with the Modified Project and determines whether the Modified Project would result in new significant light and glare impacts not previously identified in the Certified EIR.

(a) Visual Character and Views

(i) Construction

Construction-related visual character and views impacts were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide and within the Certified EIR, visual character and views impacts are based on a number of factors that are used to determine whether a Project would substantially alter, degrade, or eliminate the existing visual character of an area. As set forth on pages IV.A-21–IV.A-22 of the Certified EIR, these factors include the existing valued aesthetic features that would be removed; open space to be developed; integration of new structures with open spaces; contrast of project features with the area's aesthetic image; the potential for new structures to detract from the existing image of the area; the Project's contribution to the area's aesthetic value; and consistency of the Project with applicable design guidelines and/or regulations.

Similar to the Original Stadium Project, during construction activities for the Modified Project, the visual appearance of portions of the Project Site would be altered due to the removal of the existing Sports Arena building and redevelopment of the Project Site with a new stadium building, and the Modified Project's proposed Ancillary Uses and outdoor open space areas. Related construction activities including site preparation and grading and the staging of construction equipment and materials (i.e., bulldozers, portable toilets, and offices) would also alter the visual character of the Project Site. However, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities from off-site areas. Given the temporary nature of construction activities and the use of screening to limit views of construction activities, short-term construction activities would not substantially and adversely alter or degrade the existing visual character of the Project Site. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related visual character and view impacts. Construction-related impacts to views and visual character would be less than significant, and no mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to visual character and views during operation of the Original Stadium Project would be less than significant (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth above, the thresholds on which this analysis was based are stated on pages IV.A-21–IV.A-22 of the Certified EIR. As discussed in the Certified EIR, the Original Stadium Project would result in a notable change to the existing character of the Project Site, as the Sports Arena building would be demolished and replaced with a modern, open-roof stadium complex. The new soccer stadium proposed under the Original Stadium Project, while architecturally different than the existing Sports Arena, would have occupied approximately the same general height, mass, and orientation as the Sports Arena. In addition, architecturally, the Certified EIR stated that the Original Stadium Project would be designed to complement the existing public use structures within Exposition Park and would generally improve the visual character in the project area. Perimeter landscaping and pedestrian plaza areas of the Original Stadium Project would be improved around the stadium fronting Figueroa Street. In addition, the Certified EIR determined that views from residential and commercial uses in the outlying vicinity would not be adversely affected since the Original Stadium Project would occupy the same general field of view as the existing Sports Arena building. With regard to signage, the Certified EIR concluded that while a detailed signage program was not developed at the time of preparation of the EIR, signage would be implemented in accordance with all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Accordingly, the Certified EIR determined that under the Original Stadium Project, visual character and view impacts, including impacts related to the addition of signage to the Project Site, would be less than significant.

As described in detail in Section III, Project Description of this Addendum, the physical development envelope under the Modified Project would not vary substantially from the Original Stadium Project. Specifically, as with the Original Stadium Project, the Modified Project includes an approximately 22,000-seat soccer stadium and associated uses, which would replace the existing Sports Arena within Exposition Park. Proposed modifications to the Original Stadium Project include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (Ancillary Uses), and refinements to the design of the stadium and open space areas. Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium. The Northwest Plaza is designed to serve as an active public space that would be integrated with ground-floor restaurants with outdoor dining areas. The Ancillary Uses would be a maximum of 75 feet above grade. The Modified Project would also include a 40- to 70-foot setback along Figueroa Street to activate the pedestrian

realm. Overall, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium. Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena, consistent with the Original Stadium Project. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The roof canopy skin would consist of a translucent, ETFE material, which would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. In addition, the stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entrance to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

As discussed in detail in Section III, Project Description, on page 4 of this Addendum, the proposed Supplemental Use Sign District (SUD) for the Modified Project would authorize a new signage program in the proposed Signage Project Site, which consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking

Lot Zone). Total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Based on the physical description of the Modified Project summarized above and the more detailed description provided in Section III, Project Description, of this Addendum, potential visual character and views impacts, including impacts related to signage, would continue to be less than significant under the Modified Project. The Project Site is located within an urbanized area and specifically within the 145-acre Exposition Park, a major community resource and destination within the City that includes the Coliseum, several museums, educational facilities, recreational amenities and open space areas, including existing signage and approved additional signage pursuant to the Coliseum District Specific Plan. Exposition Park, including the Sports Arena and the Coliseum, has been a renowned destination for major sporting and entertainment activities for decades. The Modified Project would therefore continue the primary existing use on the Project Site by providing an iconic sports and entertainment destination. Further, the Modified Project would replace an aging, underutilized indoor stadium with a new, open-air stadium characterized by contemporary, streamlined architecture. As shown in the visual renderings provided in Figure 4 through Figure 6 on pages 16 through 18 of this Addendum, the stadium would be designed to create an iconic venue for LAFC and the City of Los Angeles, and would consist of materials and color palates that draw influence from adjacent structures within Exposition Park, including the Coliseum. While the height and massing of the new structures would be taller than the existing Sports Arena, the proposed height of the new structures would be modulated with building heights that would range from approximately 75 feet above grade (for the Ancillary Uses in the Northwest Plaza, closest to the Coliseum) to approximately 105 feet above grade (for the proposed stadium roof structure located within the southeast portion of the site furthest from the Coliseum). The proposed building heights would be visually compatible with and within the context of the adjacent

Coliseum, which reaches a height of approximately 75 feet above grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[3] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. As discussed in detail in Section IV.E, Cultural Resources, on page 61 of this Addendum, the Coliseum's historic significance would not be materially impaired by the physical design of the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

In addition, the openings within the façade of the Modified Project's stadium and its translucent roof canopy would create additional architectural articulation and view opportunities (as discussed below), thereby contributing to the area's aesthetic value. Furthermore, as summarized above, the new structures would be integrated with approximately 143,000 square feet of improved public open space around the Project Site, which would include a new Northwest Plaza that would also be integrated with the Coliseum and adjacent areas within Exposition Park, as well as an expansive setback along Figueroa Street that would include enhanced landscape and streetscape to activate the western portion of the Project Site and create an inviting pedestrian space. Further, under the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. In addition, trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. In addition, the proposed reconfiguration and re-landscaping of the VIP parking lot would enhance the aesthetic character of the southern portion of the Project Site as compared to existing conditions. Thus, the visual appearance of the Modified Project would be appropriate in the context of existing development on and immediately surrounding the Project Site and the Modified Project would not degrade the general visual character of the Project Site.

The proposed signage program would represent an important component of the Modified Project and a strong visual element that would influence the aesthetics of the Project Site. As previously described, the Modified Project's signage program would allow a variety of sign types with requirements based on specific locations. The types and extent of permitted signage would emphasize the event- and entertainment-oriented aspect of the Project Site and complement the existing and approved signage environment in Exposition Park. The signage program is intended to support stadium operations and revitalize the

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[3] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

Project Site as a major sports and entertainment venue, consistent with its historic use. Central to this concept is the goal of establishing a unique visual identity for the Project Site, which would be achieved in part through dynamic signage. As discussed in Section III, Project Description, on page 4 of this Addendum, the proposed SUD would place limitations on the types, amounts, locations, sizes, operating hours, and illumination of permitted signs. By design, Modified Project signage would be consistent with the character of a sports and entertainment venue (i.e., a well-lit and active environment with substantial pedestrian activity including nighttime activity), such as that which already exists on-site and within the surrounding area, including at the adjacent Coliseum. In addition, as discussed below, proposed signage would not result in significant light and glare impacts. Thus, proposed signage would not result in significant impacts associated with visual character when compared with the existing and contemplated visual character of the area as set forth in existing planning policies such as the Coliseum District Specific Plan. Overall, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), the Modified Project would result in less-than-significant impacts associated with visual character, and no mitigation measures are required.

With regard to views, as stated in the Certified EIR, due to the developed nature of the Project Site vicinity, existing views from the ground level are limited by existing structures and ornamental landscaping. Views of aesthetic resources in the Project Site vicinity include views of the Coliseum and landscaped open space areas within Exposition Park, as well as intermittent distant views of the downtown skyline. As discussed above, the stadium under the Modified Project would be located in the same general location of the existing Sports Arena. While the building height and massing would increase as compared to the existing Sports Arena and the Original Stadium Project, the building height would be modulated to locate shorter building heights closer to the Coliseum. However, there are very limited views of the Coliseum across the Project Site from the public right-of-way along Figueroa Street due to the presence of the Sports Arena and existing trees and landscaping. Accordingly, while the Modified Project would be taller than the Original Stadium Project, it would not result in the blockage of existing unobstructed views of the Coliseum. Further, the Modified Project has been sited so as to not block views of the Coliseum when entering Exposition Park from Figueroa Street (i.e., along Christmas Tree Lane), which is the most important public view corridor in the vicinity in terms of conveying the aesthetic and historic importance of the Coliseum (refer to Section IV.E, Cultural Resources, on page 61 of this Addendum). With regard to views of the downtown skyline, as is the case under existing conditions, and as would have been the case under the Original Stadium Project, such views would continue to be available on an intermittent basis. As compared to the Original Stadium Project, the openings in the Modified Project stadium's northeast and northwest corners would provide enhanced viewing opportunities of the downtown skyline, that are by design intended to provide dramatic and prominent views of this visual resource. With regard to landscaped open space areas within

Exposition Park, as was the case under the Original Stadium Project, the accessibility of such views would vary depending on the vantage point of the viewer. However, in general, the Modified Project would provide enhanced connections to adjacent open space areas through the Northwest Plaza and associated pedestrian walkways, providing more opportunities to access and view open space areas within Exposition Park. Thus, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), potential impacts associated with views under the Modified Project would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect visual character and views, including impacts related to signage, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Light and Glare

(i) Construction

Potential impacts associated with construction-related lighting and glare were not assessed in detail in the Certified EIR. As set forth on page IV.A-22 of the Certified EIR, impacts with respect to light and glare would be significant if the Project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area.

The Modified Project would implement Mitigation Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Thus, construction lighting would be limited to very short durations during the winter season and would be temporary. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened and would limit views of construction activities. Therefore, uses which are not adjacent to the Project Site would not be anticipated to be substantially affected by construction light or daytime glare. Thus, through implementation of the identified mitigation measure and Project Design Feature, and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related lighting. No additional mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to lighting during operation would be less than significant through compliance with mitigation measures (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth on page IV.A-22 the Certified EIR, impacts with respect to light and glare would be significant if a project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area. In the context of the applicable thresholds identified in the Certified EIR and applicable LAMC requirements related to lighting, the previously referenced Lighting Study was prepared for the Modified Project to determine whether potential lighting and glare from Modified Project operations would result in any new significant impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe (see Appendix B of this Addendum). The Lighting Study specifically considers light and glare impacts to be significant if the Modified Project: (1) generates light intensity levels of 2.0 foot-candles or more at the property boundary from exterior on-site light sources[4]; (2) generates light emissions associated with an illuminated sign that produces a light intensity exceeding 3.0 foot-candles at the property line of a residence or other sensitive receptor; (3) creates new high contrast conditions visible from a field of view from sensitive receptor; or (4) incorporates substantial amounts of highly reflective building materials or signage (i.e., daytime glare) in areas that are highly visible to off-site glare-sensitive uses.

As discussed in the Certified EIR, the Original Stadium Project would include stadium lights and other sources of lighting such as pole-mounted lighting for parking lot areas, pedestrian walkways, and security lighting for pedestrian plaza areas that could result in light spillage onto adjacent properties and land uses. In particular, when compared with the existing indoor Sports Arena facility, nighttime events and games held at the Original Stadium Project would generate a high degree of artificial lighting in the night sky. However, under the Original Stadium Project, proposed lighting would be designed in a manner that limits spillover and light pollution to the maximum extent feasible. For example, the Certified EIR explained that the lighting system would employ directional lighting fixtures to illuminate the field level. In addition, Mitigation Measure A-1 required that outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. With regard to daytime glare, Mitigation Measure A-2 limited the types of building materials to be employed in order to address potential daytime glare impacts. Thus, with the

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[4] *The LAMC addresses lighting intensity levels at the property line of the nearest off-site residence of other light-sensitive use. To provide a conservative analysis, potential lighting impacts are based on the Specific Plan boundary or in the case of the eastern site boundary of the Project Site, the centerline of Figueroa Street.*

implementation of these measures, the Certified EIR concluded that Original Stadium Project's potential aesthetic impacts associated with light and daytime glare would be less than significant.

As with the Original Stadium Project, the Modified Project includes lighting and signage to support stadium operations. Lighting would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). As discussed above, new signage would be provided as part of a signage program for the Modified Project to emphasize the event and entertainment-oriented aspect of the Project that would be implemented via the proposed SUD. As described in detail in Section III, Project Description, on page 4, and within Appendix C of this Addendum, signage types for the Modified Project could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

A detailed analysis of the potential light and glare impacts associated with proposed lighting and signage under the Modified Project is provided in the Lighting Study included as Appendix B of this Addendum. As discussed in detail in the Lighting Study, a computer model was used to evaluate the Modified Project's potential lighting impacts. To analyze potential lighting impacts, both illuminance and glare from the Modified Project were evaluated. As discussed in the Lighting Study, illuminance is defined as the measured amount of illumination that falls on a given area from a light source, and glare (also referred to as contrast) is defined as the magnitude of the sensation that results when an individual views a surface from which light comes to the eye. A summary of these analyses is provided below. Also included in the evaluation of potential glare impacts below is an analysis of daytime glare.

Illuminance

As described in detail in the Lighting Study, the illuminance analysis for the Modified Project was conducted using a detailed computer model and in accordance with recommended practices established by the Illuminating Engineering Society of North America (IESNA). For the field and on-site lighting, the model evaluated potential lighting impacts at the centerline of Figueroa Street, at the southern Specific Plan boundary at the north edge of Martin Luther King, Jr. Boulevard, at the northern Specific Plan boundary at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of the field and associated amenities and Ancillary Uses within the Project Site. For signage, consistent with applicable LAMC requirements, the model evaluated potential lighting impacts at the

Figueroa Street east boundary, at the southern edge of Martin Luther King, Jr. Boulevard, at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of all proposed illuminated signage (including digital signage).

In addition, the analysis assumed incorporation of specific Project Design Features relative to lighting that would be implemented as part of the Modified Project and would reduce impacts associated with lighting. Specifically, as set forth in Project Design Feature A-2, stadium field lighting would be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. In accordance with Project Design Feature A-3, the Project's field lighting would include high-intensity LED fixtures in specified areas and a no lighting fixture zone would be specified as shown in Figure 34 of the Lighting Study. Furthermore, in accordance with Project Design Feature A-4, design elements would be incorporated to limit the direct view of the light source surface of all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. In accordance with Project Design Feature A-5, all light sources, including illuminated signage, would comply with CALGreen (Part 11 of Title 24, California Code of Regulations). Finally, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night.

As summarized in Table 3 on page 44, potential illuminance impacts resulting from field and other on-site lighting proposed under Modified Project would be well below the 2.0-foot-candle significance threshold. In addition, the maximum calculated illuminance would be less than the IESNA recommendations of 8 lux (0.76 foot-candle) for Lighting Zone 3 in which the Project Site is located. As discussed in detail in the Lighting Study, the highest illumination levels would be along Figueroa Street. However, this area is already well illuminated with existing horizontal illuminance levels above 3.0 foot-candles directly across Figueroa Street from the Project Site. Furthermore, Mitigation Measures A-1 and A-2 set forth in the Certified EIR would continue to be incorporated to ensure that impacts associated with illumination from on-site lighting would be less than significant. Thus, no additional mitigation measures are required.

As discussed above, lighting emissions resulting from the illuminated signage proposed by the Modified Project are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards. In accordance with Project Design Feature A-5, illuminated signage would comply with the requirements outlined in CALGreen, and as such, would require 65 percent dimming of signage at night. In addition, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night. As described in detail in the Lighting Study and summarized in Table 4 on page 45, lighting impacts

Table 3
Field and Site lighting Illuminance Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
1-1	Vertical Plane 80 feet high at Centerline of Figueroa St.	0.066	0.735	0.000	Below Threshold
1-2	Vertical Plane 80 feet high at north edge of Martin Luther King, Jr. Blvd.	0.010	0.259	0.000	Below Threshold
1-3	Vertical Plane 80 feet high at north edge of Christmas Tree Ln.	0.014	0.034	0.000	Below Threshold
1-4	Vertical Plane 80 feet high at Specific Plan Boundary west of Hoover St.	0.000	0.000	0.000	Below Threshold

[a] *Threshold is 2.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

resulting from the proposed illuminated signage on neighboring residential properties would be below the 3.0-foot-candle threshold. Thus, potential illumination impacts associated with signage would be less than significant and no mitigation measures are required.

Glare

With regard to glare/contrast from Modified Project lighting, the most sensitive locations for potential glare impacts are those sites closest to the Project Site. Thus, the most sensitive locations are to the east of the Project Site followed by the locations to the south of the Project Site. These locations were evaluated in detail in the Lighting Study.

As discussed above, the Modified Project would include a variety of lighting types, including high-intensity LED field lighting and LED pole lighting. However, as discussed in detail in the Lighting Study, the design of the Modified Project, together with the proposed Project Design Features, would limit direct view of any light sources from areas outside of the Specific Plan boundary. Specifically, as demonstrated by the detailed analysis in the Lighting Study, the receptors to the east of Figueroa Street would not experience high glare conditions due to design features of the Modified Project that screen the field surface and direct view of the field light fixtures, the use of opaque façades and walls that eliminate direct light, and the use of directed and shielded lighting per CALGreen. As such, the resulting contrast from lighting under the Modified Project would be low to medium, resulting in no glare impacts from new lighting sources. With respect to potential glare from

Table 4
Illuminated Signage Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
2-1	Vertical plane 80 feet high at the east edge of Figueroa St.	1.150	2.900	0.100	Below threshold
2-2	Vertical plane 80 feet high at the south edge of Martin Luther King, Jr. Blvd.	0.120	0.600	0	Below threshold
2-3	Vertical plane 80 feet high at the north edge of Christmas Tree Ln.	0.220	0.300	0.100	Below threshold
2-4	Vertical plane 80 feet high at the Specific Plan Boundary west of Hoover St.	0	0	0	Below threshold

[a] *Threshold is 3.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

signage, as stated above, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night, which would ensure that adjacent sensitive receptors do not experience substantial glare effects from Modified Project signage. In addition, as required by the Outdoor Advertising Act, Modified Project signage would not contain flashing images that are visible from freeways. Electronic digital display signage with changing messages, including those visible from the freeway, would consist of static images that remain at a constant brightness for no less than 8 seconds, and then complete an instant refresh to the next image which would then be static for no less than 8 seconds.[5] Accordingly, potential nighttime glare impacts from the Modified Project, including the proposed signage program, would be less than significant and no mitigation measures are required.

With regard to potential impacts from daytime glare, Mitigation Measure A-2 in the Certified EIR requires that the exterior of the proposed structure shall be constructed of materials including, but not limited to high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize

[5] *The Outdoor Advertising Act defines "flashing" as a light or message that changes more than once every 4 seconds.*

glare and reflected heat. With continued implementation of this Mitigation Measure, potential daytime glare impacts under the Modified Project would be less than significant.

(c) Shading

Potential impacts associated with shading were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide, a project would have a significant shading impact if off-site shadow-sensitive uses would be shaded by project-related development for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).[6]

As discussed above, the proposed structures under the Modified Project would range in height from approximately 75 feet within the northwestern portion of the Project Site to a maximum of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The closest off-site shadow-sensitive uses to the Specific Plan area are residential uses located across Figueroa Street to the east followed by residential uses to the of south of Martin Luther King, Jr. Boulevard. Based on the proposed building heights, the maximum shadows that would be generated by the proposed structures would extend approximately 345 feet in a northern orientation during the winter. Given the location of the shadow-sensitive uses to the east and south of the site, as well as the presence of intervening roadways (i.e., Figueroa Street and Martin Luther King Jr., Boulevard) and surface parking areas, the Modified Project would not shade off-site shadow-sensitive uses for more than three hours during any time of the year. As such, the Modified Project's potential shading impacts would be less than significant and no mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR and the proposed Project Design Features, implementation of the Modified Project would not result in any new significant impacts with respect aesthetics, and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

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[6] *Shade-sensitive uses under the Los Angeles CEQA Thresholds Guide include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors.*

(d) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to aesthetics:

PDF A-1: The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities

PDF A-2: Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control.

PDF A-3: The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study.

PDF A-4: Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west.

PDF A-5: All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations).

PDF A-6: Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise.

The following mitigation measures were included in the Certified EIR to reduce potential aesthetics impacts to less than significant levels. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM A-1: Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

EIR Mitigation Measure MM A-2: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance

and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

B. Agriculture and Forestry Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to agricultural resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to agricultural resources could occur if a project were to convert designated farmland to non-agricultural use, conflict with existing zoning for agricultural use or a Williamson Act contract, or otherwise result in the conversation of farmland. The Project Site is currently developed with the Sports Arena and is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. There are no existing or mapped agricultural resources within the Project Site and such uses are not proposed as part of the Modified Project. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Thus, the Modified Project would not result in the conversion of designated farmland. In addition, the Modified Project would not conflict with agricultural zoning or a Williamson Act contract. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts to agricultural resources would occur under the Modified Project. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to agricultural resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

Potential impacts to forestry resources were not assessed in detail in the Certified EIR for the Original Stadium Project (Appendix G of the CEQA Guidelines was amended to include forestry resources effective March 2010). Significant impacts to forestry resources could occur if a project were to result in the loss or conversion of forest land, or conflict with existing zoning for forest land or timberland. The Project Site is located in an urbanized area and does not include any forest land or timberland. Additionally, the Project Site is not zoned for forest land, and is not used as forest land. Therefore, development of either the Original Stadium Project or the Modified Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. Accordingly, no impacts to forestry resources would occur and no mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to forestry resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

C. Air Quality

(a) Construction

The Certified EIR for the Original Stadium Project concluded that air quality impacts from construction of the Original Stadium Project would be significant and unavoidable for regional emissions and less than significant for localized emissions (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, the Original Stadium Project would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the Project Site; delivery and hauling of construction supplies and debris to and from the Project Site; and, the fuel combustion generated by on-site construction equipment.

The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). In addition, as described in Section III, Project Description, on page 4 of this Addendum, the Modified Project would have a slightly longer construction period (by 0.5 month) and a total import/export of up to 30,000 cubic yards (cy) of soil compared to the Original Stadium Project's estimated import of approximately 125,000 cy of soil. Therefore, construction haul trips are anticipated to be less under the Modified Project. However, as a result of the modifications proposed under the Modified Project, potential construction-related emissions associated with the Modified Project were quantified to determine whether the changes in the proposed development program would have the potential to increase the severity of previously identified significant impacts or result in new, previously unidentified significant impacts related to construction air emissions.

With regard to regional emissions, the Certified EIR determined that the peak daily emissions generated during construction of the Original Stadium Project would exceed the regional emissions threshold recommended by the South Coast Air Quality Management District (SCAQMD) for nitrogen oxides (NO_X) during the grading/site preparation phase, as well as the threshold for reactive organic compounds (ROG) during the building and coating phase. The Certified EIR included Mitigation Measures MM B-1 and MM B-2, requiring compliance with SCAQMD Rule 403 and the use of low-volatile organic compound (VOC) paints, respectively, to reduce these impacts to the extent feasible. However, even with implementation of these mitigation measures, the Certified EIR determined that levels of NO_X and ROG would exceed applicable thresholds. Therefore, the Certified EIR concluded that regional air quality impacts associated with construction emissions would be significant and unavoidable under the Original Stadium Project.

Construction of the Modified Project would generate regional pollutant emissions from the same general sources as the Modified Project, as described above (e.g., heavy-duty construction equipment, haul truck trips, and construction worker trips). Construction-related emissions associated with these sources were calculated using CalEEMod. Model results are provided in Appendix D of this Addendum. The calculations reflect the estimated types and quantities of construction equipment that would be used to remove existing structures and pavement; grade and excavate the Project Site; construct the proposed structures and related improvements; pave new parking; and plant new landscaping within the Project Site under the Modified Project. The analysis assumes that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust (as reflected in Mitigation Measure MM B-1 in the Certified EIR) and that construction activities would utilize low-VOC paints (as reflected in Mitigation Measure MM B-2 in the Certified EIR). In addition, the Modified Project would incorporate Project Design Feature C-1 related to the control of exhaust emissions from on-site heavy-duty construction equipment, which is reflected in the emission calculations presented in Table 5 on page 51. The Modified Project would also implement Project Design Feature C-2 to encourage Project contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, if applicable and available at the time of construction. The SOON program provides funding assistance to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles. Implementation of Project Design Feature C-2 is not reflected in the Modified Project's emission calculations.

As shown in Table 5, peak daily construction emissions under the Modified Project would be less than those under the Original Stadium Project for all pollutants. However, as with the Original Stadium Project, peak daily emissions of NO_X and VOC would exceed the SCAQMD regional thresholds even with implementation of Mitigation Measures MM B-1 and MM B-2 set forth in the Certified EIR, which have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project. However, emissions would be less than levels analyzed in the Certified EIR. No other feasible mitigation measures have been identified to reduce impacts to a less-than-significant level.

With respect to localized emissions, the Certified EIR determined that on-site emissions generated by the Original Stadium Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NO_X (in the form of nitrogen dioxide (NO_2)), carbon monoxide (CO), particulate matter less than 10 microns in size (PM_{10}), and particulate matter less than 2.5 microns in size ($PM_{2.5}$).

Table 5
Modified Project Regional Construction Emissions[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
2016	10	128	133	<1	18	9
2017	76	58	100	<1	11	5
2018	84	81	129	<1	14	7
Maximum Concurrent Peak Daily	**84**	**128**	**133**	**<1**	**18**	**9**
Comparison to SCAQMD Thresholds						
Modified Project Emissions	84	128	133	<1	18	9
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	9	28	(417)	(150)	(132)	(46)
Significant?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Comparison to Original Stadium Project						
Modified Project Emissions	84	128	133	<1	18	9
Original Stadium Project Emissions[c]	103	133	58	<1	33	11
Increase (Decrease)	**(19)**	**(5)**	**75**	**(<1)**	**(15)**	**(2)**

[a] *Compiled using the CalEEMod emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix D of this Addendum.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression/*

[c] *See Table IV.B-8 on page IV.B-29, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Therefore, the Certified EIR concluded that impacts related to localized air emissions during construction would be less than significant under the Original Stadium Project.

With respect to quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 6 on page 52, localized construction emissions from the Modified Project would increase in comparison to levels analyzed in the Certified EIR for the Original Stadium Project. However, as with the Original Stadium Project, localized emissions of all criteria pollutants (CO, NO_X, PM_{10}, and $PM_{2.5}$) would remain below their respective SCAQMD LST significance thresholds. As such, consistent with the conclusions in the

Table 6
Modified Project Localized Construction Emissions
(Pounds per Day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Modified Project				
2016	69	80	12	7
2017	49	50	3	3
2018	46	50	3	3
Maximum Peak Daily Emissions	**69**	**80**	**12**	**7**
Comparison to SCAQMD LSTs				
Modified Project Emissions	**69**	**80**	**12**	**7**
SCAQMD Significance Threshold[a]	91	1,861	16	8
Over/(Under)	(22)	(1,781)	(4)	(1)
Significant?	**No**	**No**	**No**	**No**
Comparison to Original Project				
Modified Project Emissions	69	80	12	7
Original Project Emissions[b]	57	31	5	3
Increase (Decrease)	**12**	**49**	**7**	**4**

[a] *SCAQMD LSTs based on Source Receptor Area (SRA) 1, 5-acre active site area, and 25-meter receptor distance. The SCAQMD localized threshold for NO_X was revised compared to the threshold applied in the Certified EIR to account for the recently adopted 1-hour NO_2 National Ambient Air Quality Standards (NAAQS) of 188 microgram per cubic meter ($\mu g/m^3$), or an incremental threshold of 64 $\mu g/m^3$ for SRA 1.*

[b] *See Table IV.B-9 on page IV.B-31, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to localized air quality during construction would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to air quality during construction, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that air quality impacts from operation of the Original Stadium Project would be less than significant (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after completion of the Original Stadium Project. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and the operation of landscape maintenance equipment. Mobile source emissions would be generated by the motor vehicles traveling to and from the Project Site. Similar to the Original Stadium Project, air pollutant emissions associated with occupancy and operation of the Modified Project would be generated by the consumption of both electricity and natural gas on-site (stationary) and the operation of vehicles traveling to and from the Project Site (mobile). Therefore, each of these types of emissions is addressed below.

The Certified EIR (refer to Section IV.B, Air Quality, of the Certified EIR) concluded that no new significant air quality impacts would result from stationary sources (i.e., electricity or natural gas consumption) as the Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the-art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Like the Original Stadium Project, the Modified Project includes a 22,000-seat MLS stadium (reconfigured on the Project Site) and the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). While the Ancillary Uses would result in some additional electricity and natural gas consumption beyond levels analyzed in the Certified EIR on event days, any such increase would largely be offset by the Modified Project's compliance with applicable provisions of the 2013 CalGreen Code in accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC, as amended pursuant to City of Los Angeles Ordinance No. 182,849). Specifically, the 2013 CalGreen Code is anticipated to be 30 percent more efficient than the 2008 Title 24 requirements for nonresidential construction that were applicable to the Original Stadium Project.[7] In addition, as shown in Table 7 on page 54, pollutant emissions related to energy sources would be considered a minor source of emissions resulting in less than 1 pound per day for all pollutants. Furthermore, like the Original Stadium Project, the proposed stadium under the Modified Project would be an outdoor venue, which would significantly reduce the

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[7] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 7
Modified Project Operational Emissions Associated with Ancillary Uses on a Non-Event Day[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
Area	3	<2	<1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	12	25	105	<1	16	5
Total Modified Project Emissions	15	26	106	<1	16	5
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	(60)	(74)	(444)	(150)	(134)	(50)
Significant?	No	No	No	No	No	No

[a] *Compiled using the CalEEMod emissions inventory model. CalEEMod output sheets are provided in Appendix D of this Addendum.*

Source: Eyestone Environmental, 2015.

amount of stationary source emissions associated with heating and air conditioning compared to the existing Sports Arena. Therefore, like the Original Stadium Project, and consistent with the conclusions in the Certified EIR, event-day stationary source emissions under the Modified Project would be expected to be reduced compared to existing conditions, and would result in less-than-significant impacts.

With respect to mobile source emissions, the Certified EIR concluded that no new significant air quality impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena since the maximum capacity of the stadium would be within historic attendance levels at the Sports Arena (refer to Section IV.B, Air Quality, of the Certified EIR). Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new air quality impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure MM J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and

after the game/event, with no material increase in event-related traffic expected. Therefore, because air quality impacts are assessed based on peak daily conditions, the Certified EIR's conclusions with respect to air quality impacts from event day daily trips would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant. Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site, as the Expo Light Rail Line was not in operation at the time the EIR was certified. The Expo Park/USC Station is located approximately 0.35 mile from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day air quality impacts identified in the Certified EIR.

Because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis also addresses and quantitatively evaluates potential air quality impacts related to operation of the Ancillary Uses on non-event days. SCAQMD's CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, and emissions from architectural coatings, landscape equipment, and energy use (see Appendix D of this Addendum for CalEEMod calculations). As shown in Table 7 on page 54, regional emissions resulting from operation of the Ancillary Uses are not expected to exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Modified Project operational emissions on non-event days would be less than significant. No mitigation measures are required.

As discussed in the Certified EIR, the Modified Project would also be subject to the SCAQMD's Air Quality Management Plan (AQMP). A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. The AQMP was updated in 2012 subsequent to the preparation of the Certified EIR. The 2012 AQMP adopted by the SCAQMD incorporates the Southern California Association of Governments' (SCAG) *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (2012–2035 RTP/SCS) socioeconomic forecast projections of regional population and employment growth. As discussed below under Subsection IV.M, Population, Housing and Employment, on page 134 of this Addendum, employment impacts with respect to the stadium portion of the Modified Project would not change compared to levels analyzed in the Certified EIR. The 282 additional on-site employees that could result from the Modified Project's Ancillary Uses would represent approximately 0.9 percent of the anticipated employment growth in the subregion through 2018. Therefore, additional employees generated by the Modified Project would fall within

SCAG's employment projections for the Subregion. Furthermore, as discussed above, the Modified Project would not result in new significant impacts or substantially increase the severity of any significant impacts previously identified in the Certified EIR with respect to air quality. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to AQMP consistency would be less than significant under the Modified Project. No mitigation measures are required.

With regard to traffic-related localized air quality impacts, which were not analyzed in detail in the Certified EIR, as described further below in Subsection IV.O, Traffic/ Transportation/Parking, on page 149 of this Addendum, the Modified Project would not increase peak-hour trips compared to the Original Stadium Project during event days, which would have the highest peak hour trips compared to non-event days. Therefore, traffic-related localized air quality impacts would be similar to those of the Original Stadium Project (i.e., less than significant). In addition, ambient CO concentrations within the Air Basin have decreased subsequent to completion of the Certified EIR. The CO background concentration at the closest monitoring station to the Project Site (Downtown Central Los Angeles County) shows that the 1-hour CO concentration has decreased from 2.4 parts per million (ppm) in 2011 to 2.0 ppm in 2013. As a result, the potential for the Modified Project to result in CO "hotspots" has decreased as compared to the Original Stadium Project. However, as discussed above, even in the absence of the reduction in CO background concentration the Modified Project would not increase peak-hour trips compared to the Original Stadium Project. Therefore, the Modified Project's potential impacts with respect to CO "hotspots" would be less than significant and no mitigation measures are required.

The Certified EIR determined that potential air toxic impacts would be less than significant under the Original Stadium Project since the Original Stadium Project would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. The conclusion would not change under the Modified Project. Furthermore, the Modified Project would not locate sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board (CARB) guidelines. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to toxic air contaminants would be less than significant under the Modified Project. No mitigation measures are required.

Potential odor impacts were not analyzed in detail in the Certified EIR. The Modified Project would not include any uses identified by the SCAQMD as being associated with substantial odors (e.g., agricultural uses, wastewater treatment plants, food processing plants, etc.). The Modified Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. However, the Modified Project would

minimize the release of odors from restaurant uses with odor reducing equipment as required by SCAQMD Rule 1138. Garbage collection areas for the Modified Project would be covered and situated away from the property line and sensitive uses where feasible. Good housekeeping practices would be sufficient to prevent objectionable odors related to trash facilities. Pursuant to Project Design Feature P-3 in Section IV.P, Utilities and Service Systems—Solid Waste, on page 189 of this Addendum, the Modified Project would also include a front-of-house composting program to reduce the amount of solid waste that would be disposed of at area landfills. The composting area would incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control. Based on the distance to the nearest sensitive receptors and the odor control measures that would be employed, the proposed composting facilities would not result in significant odor impacts. Therefore, potential odor impacts under the Modified Project would be less than significant and no mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to operational air quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to construction period air quality:

Project Design Feature C-1: Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards.

Project Design Feature C-2: The Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.

The following mitigation measures were included in the Certified EIR to reduce to the maximum extent feasible the significant air quality impacts associated with construction of the Original Stadium Project. These Mitigation Measures would continue to be

implemented as part of the Modified Project, as revised, and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM B-1: The ~~Project~~ Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

EIR Mitigation Measure MM B-2: The ~~Project~~ Applicant shall use low-VOC paints for all interior and exterior surfaces.

D. Biological Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to biological resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to biological resources could occur if a project were to conflict with a habitat conservation plan or local ordinance protecting biological resources, or result in adverse effects on endangered and/or threatened species, riparian habitat, wetlands, other sensitive natural communities, or wildlife movement. The Project Site is a developed property located within a highly urbanized area. The Project Site and adjacent areas are predominantly developed with structures or urban open space areas that do not provide native or natural habitats (e.g., open space areas within Exposition Park). As stated in the Certified EIR, the Project Site does not contain any species identified as a candidate, sensitive, or special status species

in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition, there are no known locally designated natural communities on the Project Site or in the Project vicinity. Due to the highly urbanized surroundings, there are no federally protected wetlands, riparian habitats, wildlife corridors, or native wildlife nursery sites in the Project vicinity. Thus, as is the case with the Original Stadium Project, the Modified Project would not affect these types of resources. Furthermore, like the Original Stadium Project, the Modified Project would not conflict with the provisions of an adopted habitat conservation plan, natural conservation community plan, or other approved local, regional, or State habitat conservation plan, because there are no known locally-designated natural communities on the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to sensitive species, sensitive habitats, wildlife movement corridors, or habitat conservation plans would occur under the Modified Project. No mitigation measures are required.

The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These native tree species are defined as protected by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

The Project Site includes a number of ornamental trees within the site interior and along Exposition Park Drive (Christmas Tree Lane) and South Coliseum Drive (Hoover Street), both of which are private roadways. In addition, ten on-site street trees are located within the City right-of-way along South Figueroa Street. Subsequent to the preparation of the Certified EIR, a *Tree Report—Interior Property Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Interior Tree Report) and *Tree Report—City of Los Angeles Rights-of-Way Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Street Tree Report) were prepared for the Modified Project by Carlberg Associates (August 2015). These reports are included in Appendix E and Appendix F of this Addendum, respectively. According to the Interior Tree Report, a total of 205 trees are located within the Project Site and along the previously described private roadways within Exposition Park. The interior

trees include ten Coast live oaks (*Quercus agrifolia*) and seven California sycamores (*Platanus racemosa*). Based on a review of historic aerial photographs of the Project Site, the Interior Tree Report determined that the Coast live oaks and California sycamores on the Project Site were planted as part of a tree planting program, and as such, are not considered protected under the City of Los Angeles Protected Tree Ordinance. The Modified Project would remove approximately 177 of the 205 interior trees, including 10 of the Coast live oaks and six of the California sycamores. The specific locations of the existing trees, as well as the trees to be removed, are identified on page 19 of the Interior Tree Report included in Appendix E of this Addendum. As shown therein, and as further discussed in Section IV.E.b, Historic Resources, on page 63, as part of the landscaping program, the street trees bordering South Coliseum Drive would be enhanced to maintain the tree line along Christmas Tree Lane and maintain a park-like setting on the western edge of the Project Site across from the Coliseum. Because the on-site Coast live oaks and California sycamores were planted as part of a tree planting program, the proposed tree removals would not conflict with the City of Los Angeles Protected Tree Ordinance. Additionally, as discussed above in Section IV.A, Aesthetics, on page 34, as part of a coordinated landscape plan, the Modified Project would provide approximately 169 new on-site trees. Accordingly, following development of the Modified Project, the number of interior site trees would be substantially similar to existing conditions, though the type and location of trees would be altered.

With regard to street trees, according to the Street Tree Report, the ten existing street trees along the Project Site's South Figueroa Street frontage are Mexican fan palms (*Washingtonia robusta*). The specific locations of these trees are identified on page 7 of the Street Tree Report included in Appendix F of this Addendum. As stated in the Street Tree Report, demolition, site grading, and construction activities under the Modified Project would not affect the ten identified street trees, and the street tress would be retained in the Modified Project design.

Based on the analysis above, impacts with respect to potential conflicts with local policies or ordinances protecting biological resources, including the City of Los Angeles Protected Tree Ordinance and City of Los Angeles Street Tree Division requirements, would be less than significant under the Modified Project. No mitigation measures are required.

Although unlikely, trees on the Project Site that are proposed for removal could potentially provide nesting sites for migratory birds. Construction activities under the Modified Project would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities

must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this existing regulatory requirement, potential impacts to nesting raptors would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to biological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

E. Cultural Resources

(a) Archaeological and Paleontological Resources

Potential impacts to archaeological and paleontological resources were not assessed in detail in the Certified EIR. Significant impacts to archaeological resources could occur if a project were to cause a substantial adverse change in the significance of an archaeological resource. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Significant impacts to paleontological resources could occur if a project were to directly or indirectly destroy a unique paleontological resource. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of prehistoric species are extinct.

The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance and excavation in the past, including through the development of the Sports Arena in the late 1950s and subsequent site improvements. Any archaeological and/or paleontological resources that may have existed near the surface of the Project Site are likely to have been disturbed and/or previously removed. The existing Sports Arena is currently constructed within a large excavated depression that extends approximately 25 feet below grade level. The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean depression would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. Following demolition of the Sports Arena, grading and excavation would

also be required to install the building pads for the proposed Ancillary Uses. As such, while unlikely, the potential exists for previously undiscovered archeological and/or paleontological resources to be encountered during construction of the Modified Project.

As would have been the case with construction of the Original Stadium Project analyzed in the Certified EIR, if an archaeological resource is discovered during Modified Project construction activities, work in the area would cease and deposits would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. Any discovery of human remains would be treated in accordance with Section 5097.98 of the PRC and Section 7050.5 of the Health and Safety Code. Therefore, through compliance with existing regulations, impacts with respect to archaeological resources would be less than significant under the Modified Project. No mitigation measures are required.

If a paleontological resource is discovered during construction of the Modified Project, Project Design Feature E-1 would be implemented to reflect best management practices to ensure that potential impacts would be less than significant. Project Design Feature E-1 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of Project Design Feature E-1, impacts with respect to paleontological resources would be less than significant under the Modified Project.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to archaeological and paleontological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features

The Modified Project would implement the following Project Design Feature related to paleontological resources :

PDF E-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and,

where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

(b) Historic Resources

The Certified EIR for the Original Stadium Project concluded that impacts with respect to historic resources would be significant and unavoidable even with implementation of mitigation (refer to Section IV.D, Historic Resources, of the Certified EIR).

According to CEQA Guidelines, a project has the potential to impact a historic resource when the project involves a "substantial adverse change" in the significance of an historical resource. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[8] The Guidelines continue to state that "[t}he significance of an historical resource is materially impaired when a project:… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources…

[8] *CEQA Guidelines Section 15064.5(b)(1).*

local Register of historic resources… or its identification in a historic resources survey."[9] Based on this guidance, the City of L.A. CEQA Thresholds Guide states that a substantial adverse change in the significance of a historic resource would occur if a project results in:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As set forth in the Certified EIR, the Los Angeles Memorial Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of indoor sporting and other events. Designed by Welton Becket and Associates, the Sports Arena has hosted many notable civic and sporting events, including the 1960 Democratic National Convention that nominated John F. Kennedy as the Democratic Party's candidate for President, professional and college basketball games, and events at the 1984 Olympic Games. The Sports Arena is now more than 50 years of age and, based on an evaluation by ICF Jones & Stokes included in the Certified EIR, appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. Because the Original Stadium Project proposed the demolition of the Sports Arena, Mitigation Measure MM D-1 was included in the Certified EIR, which requires preparation of a report documenting the architectural and historical features of the Sports Arena. Nonetheless, because the Original Stadium Project would involve the loss of a facility that has association with events that have made a significant contribution to Los Angeles history, the Certified EIR concluded that impacts to historic resources would remain significant and unavoidable following the implementation of mitigation. As the Modified Project would also result in the demolition of the Sports Arena, historic resources impacts associated with its demolition would continue to be significant and unavoidable.

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[9] *CEQA Guidelines Section 15064.5(b)(2).*

The Modified Project proposes a stadium with a larger footprint and massing than under the Original Stadium Project. In addition, the Modified Project also would include Ancillary Uses that were not part of the Original Stadium Project. As such, a Historic Resources Technical Report (Modified Project Historic Report) was prepared by Historic Resources Group to analyze the Modified Project's potential impacts to historic resources in the vicinity of the Project Site and is included in Appendix G of this Addendum. As shown in Table 8 on page 66, the Modified Project Historic Report documented several historic resources within the vicinity of the Project Site located within Exposition Park. Due to their close proximity to the Project Site, the evaluation focused on the Coliseum located to the west of the Project Site and North and South Coliseum Drives and Christmas Tree Lane located to the north of the Project Site. Specifically the Modified Project Historic Report evaluated the potential for the Modified Project to affect the integrity of those resources.

The Modified Project Historic Report reiterates the Coliseum Commission's determination from the Certified EIR that removal of the Sports Arena would result in a significant impact to an historic resource that cannot be mitigated to a less-than-significant level. With regard to the Coliseum to the west, the Modified Project Historic Report discusses its designation as a National Historic Landmark, a designated State Historical Landmark, and its listing on the National Register of Historic Places. The Modified Project Historic Report explains that while the Modified Project would not physically alter the Coliseum structure, it would have the potential to affect aspects of the Coliseum's historic integrity. Specifically, the Modified Project Historic Report identifies the Coliseum's park setting characterized by landscape areas, access roads, sidewalks and plazas as features that contribute to the Coliseum's historic integrity.

Based on review and analysis of the Modified Project's plans and comparison of those plans to the Coliseum's historic setting and the existing physical environment with the Sports Arena, the Modified Project Historic Report determined that the Modified Project would not alter the setting in the vicinity of the Coliseum such that the Coliseum would no longer convey its historic significance. Specifically, the Modified Project Historic Report recognizes that the Modified Project would have an increased height and footprint as compared to the existing Sports Arena, and a more contemporary architectural design, which would alter the existing setting of the Coliseum. However, the Modified Project Historic Report determined that following development of the Modified Project the general configuration and orientation of the Coliseum would remain discernible, the primary east-facing façade would remain intact and unobstructed, and trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. The proposed building heights would be visually compatible with and within the context of the adjacent Coliseum, which reaches a height of approximately 75 feet above

Table 8
Historic Resources Within Project Vicinity

Resource	Date Built	Status/Notes
Los Angeles Memorial Sports Arena	1959	Evaluated as eligible for the California Register in the 2010 *Los Angeles Memorial Sports Arena Redevelopment Project Draft Environment Impact Report*.
Los Angeles Memorial Coliseum	1921; 1932	National Historic Landmark, State Historic Landmark #960, listed in the National Register of Historic Places, listed in the California Register of Historical Resources. North and South Coliseum Drives and the Christmas Tree Lane median were specifically called out as character-defining features of the Coliseum setting.
Exposition Park Historic District	1910–1932	Identified as eligible for the National Register by the Office of Historic Preservation on June 15, 1993. The Historic District as described included seven contributing resources: the 1910–1917 Beaux Arts civic group at the north end of the park (Natural History Museum, Exposition Building, State Armory, Rose Garden) and the 1921–1932 recreation group to the south of the civic group (Coliseum, Swimming Stadium, Exposition Clubhouse). A 2001 Historic Property Survey Report (HPSR) prepared for a Section 106 review identified significant alteration and reduced integrity of the Historic District since 1993
Natural History Museum (Los Angeles County Museum of History Science and Art)	1913	Listed in the National Register of Historic Places in 1975.
Wallis Annenberg Building (State Armory)	1914	Listed in the California State Historic Resources Inventory (HRI) with a status code of 7N. Needs to be reevaluated.
Exposition Park Rose Garden	1913–1932	Listed in the National Register of Historic Resources in 1991.
Exposition Club House	1922–1926	Found eligible for the National Register in 1994 through Section 106 review. Designated Los Angeles Historic-Cultural Monument #127 in 1974.
Los Angeles Swimming Stadium	1931	Listed in the California State Historic Resources Inventory (HRI) with a status code of 2S2, or "Individual property determined eligible for the National Register by a consensus through Section 106 process. Listed in the California Register."

Source: Historic Resources Group, 2015.

grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[10] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height (115 feet) occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. Furthermore, the roof canopy skin, which would consist of a translucent, ETFE material, would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The new stadium would also include signage to support stadium operations (refer to Appendix C of this Addendum). The proposed signage plan would be designed to be consistent with the character of a sports and entertainment venue. Based on its assessment of the Modified Project's massing, height, and signage program in the context of the Coliseum, the Modified Project Historic Report concluded that the Modified Project would not adversely impact the historic significance of the Coliseum. Specifically, the Modified Project Historic Report concludes that the Coliseum's historic significance would not be materially impaired by the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

With regard to North and South Coliseum Drives and Christmas Tree Lane to the north of the Project Site, the Modified Project Historic Report discusses their eligibility for the National Register, due to their contribution to the setting of the Coliseum, as an important view corridor to the Coliseum, and as an example of Beaux Arts landscape and roadway planning. The street pattern, sidewalks, rows of trees, and central green space are critical elements in the formal, park-like setting for the Coliseum. As detailed in the Modified Project Historic Report, after implementation of the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. Specifically, the street edge along Coliseum Drive would be retained under the Modified Project and the historic configuration of street trees would be enhanced through the Modified Project's landscaping program. Accordingly, because the historic configuration of street pattern, street trees and sidewalks would be maintained by the Modified Project, the Modified Project Historic Report concluded that the Modified Project would avoid potential impacts to the Coliseum Drives and Christmas Tree Lane, which would further avoid potential impacts to the Coliseum's historic setting.

With regard to other identified historic resources in the Project Site vicinity, the Modified Project Historic Report concludes that the Modified Project would not affect any other identified historic resources within the area. All of the other historic buildings and

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[10] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

structures identified in the Modified Project Historic Report are located approximately 700 feet or more from the Project Site and have little or no relation to the Project Site. Thus, construction of the Modified Project would not alter important spatial relationships or impede important views of these resources.

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.D. Historic Resources, of the Certified EIR), impacts with respect to historic resources would continue be significant and unavoidable under the Modified Project due to the demolition of the Sports Arena. In addition, as set forth in the Modified Project Historic Report, impacts to other historic resources within the Project vicinity would be less than significant, as the Modified Project would not demolish, relocate, alter, or involve construction that reduces the integrity or significance of other nearby historic resources, including the Coliseum, North and South Coliseum Drives, and Christmas Tree Lane. Therefore, the Modified Project would not result in any new significant impacts with respect to historic resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

As with the Original Stadium Project, impacts under with Modified Project would continue to be significant after implementation of the following mitigation measure included in the Certified EIR, which have been revised as follows to reflect recommendations in the Modified Project Historic Report:

EIR Mitigation Measure MM D-1: Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following:

a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features;

b) Duplicates of historic photographs, if available;

c) Duplicates of ~~original~~ existing drawings including plans, elevations, and sections, if available; and

d) Large format (4-inch by 5-inch negative or larger), archival ~~black and white 35-millimeter~~ photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph

taken. Views shall include the setting, important site features including select landscape, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.

F. Geology and Soils

Potential impacts to geology and soils were not assessed in detail in the Certified EIR. Significant impacts related to geology and soils could occur if a project were to cause or accelerate geologic hazards, including erosion, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, or if a project were to adversely affect a distinct and prominent geologic or topographic feature. The following analysis is based on the Preliminary Geotechnical Engineering Report (Geotechnical Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix H of this Addendum. The Geotechnical Report provides an assessment of the geotechnical and geological aspects of the Project Site, including existing site conditions, and provides preliminary geotechnical, seismic, and foundation recommendations for the Modified Project. The Geotechnical Report is based on reviews of regional geologic hazard and seismicity maps, subsurface information, and previous geotechnical investigations performed in the Project Site area (including readily available geotechnical investigation reports) obtained from the City of Los Angeles Department of Building and Safety (LADBS), as well as a subsurface field investigation conducted on-site in June 2015. The field investigation consisted of drilling two borings on the Project Site to depths of 101.5 and 101 feet below existing grade (elevation 78.5 and 79),[11] respectively. The locations of the borings are shown in Figure 13 of the Geotechnical Report included in Appendix H of this Addendum.

The Project Site is located within the Los Angeles Basin of the Peninsular Ranges Geomorphic Province of Southern California. The Los Angeles Basin's structural history includes extension and strike-slip faulting, followed by oblique contraction via thrusting and strike-slip faulting. No known active faults have been identified on the Project Site. The closest known active faults capable of producing ground shaking at the Project Site are the Puente Hills Blind Thrust Fault, located approximately 0.3 mile southwest of the Project Site, the Newport-Inglewood Fault, located approximately 2.7 miles west of the Project Site, the Elysian Park (Upper) Blind Thrust Fault, located approximately 2.9 miles northeast of the Project Site, and the Santa Monica Fault, located approximately 3.9 miles northwest of the Project Site. Due to the Project Site's proximity to several nearby active faults,

[11] *All elevations referenced herein are in feet with respect to the North American Vertical Datum (NAVD).*

moderate to strong ground shaking could occur from an earthquake on any nearby fault(s), as is typical throughout Southern California. The Modified Project would comply with the current seismic design provisions of the 2013 California Building Code to minimize seismic impacts. The 2013 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Modified Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The LADBS is responsible for implementing the provisions of the Los Angeles Building Code. The Modified Project would also be required to comply with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project. These recommendations are outlined in Project Design Feature F-1. Through compliance with regulatory requirements and the site-specific geotechnical recommendations outlined in Project Design Feature F-1, the Modified Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seismic ground shaking would be less than significant, and no mitigation measures are required.

The Project Site is not within a mapped Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Geologic review does not indicate the presence of active surface faulting within or directly adjacent to the Project Site. As such, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Impacts with respect to fault rupture would be less than significant, and no mitigation measures are required.

According to the California Geologic Survey, the Project Site is not within a mapped liquefaction potential investigation zone. As such, the potential for liquefaction to occur at the Project Site is considered low. Therefore, impacts related to liquefaction and seismically-induced ground deformations would be less than significant. Additionally, with adherence to the recommended parameters for shallow foundations outlined in the Geotechnical Report, which are outlined in Project Design Feature F-1 and would be incorporated into the final, site-specific geotechnical report prepared for the Modified Project subject to LADBS review and approval, impacts related to settlement and cyclic densification of unsaturated sands and gravels due to earthquake ground motions would also be less than significant. Therefore, no mitigation measures are required.

Based on the California Geologic Survey and the City of Los Angeles' Safety Element, the Project Site is not within a mapped Earthquake-Induced Landslide Hazard Zone or a mapped landslide area according to the landslide inventory and hillside area map. As discussed below, the Project Site and the immediately surrounding area are generally flat in nature, and there are no unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Therefore, impacts related to landslides and landform alteration would be less than significant, and no mitigation measures are required.

The Project Site consists predominantly of previously developed, impervious surface area. As evaluated in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, Modified Project-related construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. As part of these requirements, the Modified Project would adhere to Best Management Practices (BMPs) prescribed as part of a Storm Water Pollution Prevention Plan (SWPPP) pursuant the National Pollutant Discharge Elimination System (NPDES). Through compliance with applicable regulatory requirements that include the implementation of BMPs, impacts related to erosion and sedimentation would be less than significant, and no mitigation measures are required.

The Project Site is generally flat at about elevation (el) 180 feet,[12] with the exception of the sunken court and seating within the Sports Arena structure. The proposed stadium would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, which currently extends to a depth of approximately 25 feet below grade level (approximately el 155). The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. Based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Historical groundwater was reported to be 45 to 55 feet below the ground surface within the Project Site area, which is well below the lowest proposed grade development involved under the Modified Project. Furthermore, groundwater was not encountered within the maximum 101.5-foot depth (el 78.5) explored in the deepest boring drilled for the Geotechnical Report. Additionally, based on the 2015 Phase I ESA performed for the Project Site, which is discussed in Section IV.H, Hazards and Hazardous Materials, on page 91 of this Addendum, groundwater was measured in a monitoring well located approximately one mile northwest of the Project Site at approximately 162 feet below ground surface (el 41.5). Therefore, it is not expected that groundwater would be encountered during Modified Project construction. Nonetheless, the

[12] *Ibid.*

potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Thus, while not anticipated, temporary construction dewatering may be required. Should it be required, construction dewatering would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, as outlined in Project Design Feature F-1. Additionally, construction dewatering would be subject to NPDES permit requirements. Through compliance with existing regulations and the project-specific design measures outlined in Project Design Feature F-1, which would be incorporated into the Modified Project's final geotechnical report subject to LADBS review and approval, impacts related to groundwater would be less than significant, and no mitigation measures are required.

According to the Geotechnical Report, the Project Site is underlain by engineered fill and alluvial soils. The fill stratum generally extended to depths ranging from approximately 7 to 10 feet (el 173 to 170) within the borings explored; however, based on a review of previous compaction reports, fill depths are anticipated to be as deep as 25 feet below existing grade (approximately el 155). The fill is subsequently underlain by alluvial deposits, which are generally comprised of medium dense to dense sands and silty sands with variable amounts of clay, gravel, and cobbles. Medium dense to dense sand and silty sands with various amounts of gravel and cobbles extend to depths up to approximately 25 feet below the existing Sports Arena basement level (approximately el 131.5), and subsequently underlain by sand and silty sand layers with interbedded layers of silt and clay. Expansion and corrosion testing indicated that the soils are non-expansive and non-corrosive The Geotechnical Report concluded that the integrity of the soils underlying the Project Site is such that the Modified Project could be adequately supported provided that the Modified Project complies with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project, as outlined in Project Design Feature F-1. No soil or geologic conditions were encountered that would pose a substantial safety risk during Modified Project construction or operation. Through compliance with applicable regulatory requirements and site-specific geotechnical recommendations that would be incorporated into the final plans, impacts related to soil stability would be less than significant, and no mitigation measures are required.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.[13] Therefore, no further analysis of issues related to methane are required.

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[13] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

Based on the analysis above, the Modified Project would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The Modified Project would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Finally, the Modified Project would not destroy, permanently cover, or materially and adversely modify any distinct or prominent geologic or topographic features. Therefore, based on the analysis above and through the implementation of the Project Design Feature F-1 described below, impacts related to geology and soils would be less than significant, and no mitigation measures are required. Accordingly, the Modified Project would not result in any new significant environmental impacts to geology and soils, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Project Design Features

The Modified Project would implement the following Project Design Feature related to geology and soils:

PDF F-1: A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements:

- Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize

differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between any structural connection features.

- Should portions of the proposed structures require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report.
- The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report.
- Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report.
- Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion.
- A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system.
- Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted within 30 feet of below-grade walls.
- Utility subgrade shall be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material.
- After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected

and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report.

- Temporary excavations shall be constructed in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer.
- If perched groundwater is encountered during Modified Project construction, temporary construction dewatering, where required, shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas.
- All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.

G. Greenhouse Gas Emissions

Since the certification of the Certified EIR in 2011, numerous regulatory changes have occurred that are pertinent to the study of greenhouse gas (GHG) impacts under CEQA. To inform the analysis of the Modified Project's potential GHG impacts, a summary of the current regulatory framework surrounding GHG emissions is included in Appendix J of this Addendum.

The Certified EIR for the Original Stadium Project concluded that impacts with respect to GHG emissions would be less than significant under the Original Stadium Project (refer to Section IV.C, Greenhouse Gas Emissions, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.C-10–IV.C-11 of the Certified EIR. The Certified EIR's conclusion was based on the following:

- GHGs emitted during construction of the Original Stadium Project would represent a nominal percent of the State's total GHG emissions in 2008;
- The proposed stadium would be an outdoor venue which would significantly reduce the amount of stationary source GHG emissions associated with heating

and air conditioning (as compared to an indoor stadium such as the Los Angeles Memorial Sports Arena that currently exists on the Project Site);

- The Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the art venue that would result in significantly increased energy efficiencies at the Project Site; and

- The Original Stadium Project would not result in an increase in peak (i.e., event day) vehicle trips as compared to existing conditions under operation of the Sports Arena.

These characteristics also are true for the Modified Project. However, the Modified Project includes up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) that were not part of the Original Stadium Project. Additionally, while peak day attendance under the Modified Project is expected to be within peak historic attendance levels at the Sports Arena, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could increase compared to existing conditions. These annual attendance estimates are relevant for determining the Modified Project's GHG impacts as they relate to mobile source emissions and vehicle miles traveled (VMT). Accordingly, additional analysis was conducted to determine whether the Modified Project would result in new significant impacts with respect to GHG emissions that were not previously identified in the Certified EIR. The analysis is based on VMT estimates provided by Fehr & Peers Transportation Consultants, which are included in Appendix K of this Addendum.

(a) Significance Thresholds for the Modified Project

Project-level significance thresholds for GHG emissions have not yet been adopted by the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), or the City of Los Angeles. Rather, assessing the significance of a project's contribution to cumulative global climate change involves developing an inventory of project GHG emissions and considering project consistency with applicable emission reduction strategies and goals, such as those set forth by Assembly Bill (AB) 32. Based on the foregoing, a project that generates GHG emissions, either directly or indirectly, would have a significant impact if:

- The project's reduction in emissions does not constitute an equivalent or larger break from "business-as-usual" (BAU) than has been determined by CARB to be necessary to meet the state AB 32 goals (i.e., 16 percent, as discussed below); or

- The project conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

An illustrative method to determine consistency with AB 32 that has the benefit of being based on a quantification of emissions is to compare a project's emissions, as proposed, to that project's emissions if it were to be built using BAU design, methodology, and technology. If a project constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals for 2020 (approximately 16 percent, as established in CARB's *Supplemental FED to the Climate Change Scoping Plan*),[14] then that project can be considered consistent with AB 32. As such, the project is considered to have a less-than-significant impact on the environment due to its GHG emissions. While not project-specific, 16 percent is considered the average level of emissions reduction performance that would need to be achieved across all sectors of the economy to meet AB 32 goals (i.e., applied to both new and existing GHG emissions sources). The following analysis uses this "break from BAU" method to determine the Modified Project's consistency with AB 32. This approach also mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.[15]

Consistent with CARB and SCAQMD guidance for defining BAU,[16] this analysis provides a quantitative estimate of the following GHG emissions inventories:

- Baseline—This scenario consists of historic operations at the Sports Arena at the time of the Certified EIR.
- BAU—This scenario consists of the Modified Project's land uses and program assuming compliance with State mandates that were accounted for in the *Supplemental FED to the Climate Change Scoping Plan* (i.e., 2008 Title 24), and with a minimal trip reduction credit taken for transit accessibility.[17]
- Modified Project As Proposed—This scenario consists of the Modified Project assuming compliance with current State mandates and Project Design Features (described in Section IV.G.b.ii on page 80), and with a 15-percent trip-reduction credit taken, based on the current transit services available at the Project Site,

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[14] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[15] *The Scoping Plan defines "business-as-usual" as emissions in the absence of greenhouse gas reduction measures (i.e., the 2020 "business-as-usual" emissions inventory was forecast based on the 2002 to 2004 statewide average annual emissions and does not take credit for, inter alia, reduction from 2005 Title 24, Assembly Bill 1493 greenhouse gas emissions reduction standards for vehicles, the California Low Carbon Fuel Standard, or full implementation of the Renewables Portfolio Standard).*

[16] *SCAQMD, Draft Guidance Document-Interim CEQA GHG Significance Threshold, Attachment E, October 2008.*

[17] *See Fehr & Peers, Draft Memorandum, Vehicle Miles Traveled Analysis for the Los Angeles Football Club Stadium Project, August 17, 2015, included in Appendix K of this Addendum.*

which include the Exposition Line Light Rail transit line, which was planned but not yet operational at the time the Certified EIR was prepared, as discussed in the Certified EIR.[18]

Furthermore, the CEQA Guidelines were subsequently amended after certification of the Certified EIR to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.[19]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a plan, program, or regulation that will reduce GHG emissions.[20][21]

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[18] *Ibid.*

[19] *Note that "the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis." Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009) (regarding Senate Bill 97 amendments to CEQA Guidelines)*

[20] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/year significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See, SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration for: Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for: Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2);*

(Footnote continued on next page)

Consistent with CEQA Guidelines Section 15064(h)(3), this analysis also provides a qualitative estimate of the Modified Project's compliance with plans, programs, and regulations that reduce a project's GHG emissions either directly or indirectly, including: the California Green Building Standards Code; the Southern California Associations of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS); the City of Los Angeles Green Building Code (2013); and *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming*. In addition, this analysis provides a qualitative assessment of the Modified Project's compliance with the California Cap-and-Trade Program and applicable executive orders related to climate change. See also Sections IV.C., Air Quality; IV.J, Land Use and Planning; and IV.P, Utilities and Service Systems, of this Addendum for additional relevant analyses of the Modified Project's consistency with other regulatory plans and policies that are pertinent to the general concepts of "smart growth," environmental sustainability, and the efficient use of resources.

(b) Modified Project Impacts

(i) Consistency with AB 32

GHG emissions associated with the three scenarios described above in Section IV.G.a on page 76 of this Addendum, (i.e., Baseline, BAU, and Modified Project as Proposed) were calculated using CalEEMod, the model recommended by the SCAQMD for calculating emissions from land use projects. Model results are provided in Appendix I of this Addendum. As summarized and shown in Table 9 on page 80, the Modified Project would result in an increase in annual GHG emissions in comparison to operation of the existing Sports Arena due to the increase in annual attendance at the Modified Project's stadium, as well as the daily operation of the proposed Ancillary Uses. However, with implementation of the Project Design Features described below, as well as current State mandates, the Modified Project would result in an annual total of approximately 12,496 metric tons of carbon dioxide equivalent (CO_2e), representing an approximate 25 percent reduction from the BAU scenario. Thus, the Modified Project would result in a net decrease in GHG emissions that represents a substantial break from BAU (i.e., greater than 16 percent). Additionally, the Modified Project's features and GHG reduction

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Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2015) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

[21] *CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program (17 CCR §§ 95800 to 96023) is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020.*

Table 9
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Scope	Baseline (Sports Arena)	BAU Project	Modified Project as Proposed[a]	Modified Project's Break from BAU
Area	<1	<1	<1	0%
Energy	2,700	2,476	2,154	-13%
Mobile	2,846	13,862	10,004	-28%
Waste	2	127	76	-40%
Water	30	132	113	-15%
Construction	0	149	149	0%
Total	**5,578**	**16,746**	**12,496**	**-25%**

BAU = Business As Usual

[a] *The difference between the Modified Project as Proposed against the Baseline (Sports Arena) is also less than the SCAQMD's significance threshold of 10,000 metric tons of Carbon Dioxide Equivalent for stationary source projects where SCAQMD is the lead agency (i.e., 12,496 CO_2e – 5,578 CO_2e = 6,918 CO_2e).*

Source: Eyestone Environmental, 2015. Calculation worksheets are included in Appendix I of this Addendum.

measures described below make it consistent with AB 32. Therefore, impacts with respect to AB 32 consistency and the Modified Project's break from BAU would be less than significant. No mitigation measures are required.

(ii) Consistency with Plans, Programs, and Regulations for Reducing GHG Emissions

The Modified Project would incorporate sustainability as part of its key design and would serve to reduce GHG emissions in comparison to BAU. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project and BAU) for

nonresidential construction.[22] In accordance with Project Design Feature G-2, energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

In accordance with Project Design Feature G-1, the Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's LEED-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Achieving LEED Silver would reduce energy consumption associated with lighting by a minimum of 20 percent in comparison to BAU. As discussed in Section IV.P, Utilities and Service Systems, on page 171, the Modified Project would also implement numerous water conservation measures in accordance with LADWP requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping). See Project Design Feature P-1 and EIR Mitigation Measure MM I.2-1 in Section IV.P.b, Utilities and Service Systems—Water, on page 176. Furthermore, as described in Section IV.P.c, Utilities and Service Systems—Solid Waste, of this Addendum, Mitigation Measure MM I.4-2 from the Certified EIR (as revised) states that the Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent. Additionally, pursuant to Mitigation Measure MM I.4-2 from the Certified EIR (as revised), the Modified Project would divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills. Additionally, Modified Project construction materials would utilize post-consumer recycled content pursuant to Project Design Feature P-2. Pursuant to Project Design Feature P-3, during operation, the Modified Project would implement a composting program and would utilize bio-based materials. Each of these features would help to further reduce GHG emissions by reducing the amount of energy that would have otherwise been consumed to extract and process virgin source materials. The Modified Project also includes numerous energy reduction features as set forth in Section IV.P.d, Utilities and Service Systems—Energy, on page 195. See Project Design Features P-4 and P-5 and EIR Mitigation Measures MM I.3-1 through MM I.3-19. Such features include the use of energy efficient appliances, building materials, and heating and cooling systems.

As discussed in Section IV.J, Land Use and Planning, on page 101 of this Addendum, SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term

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[22] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[23] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. In so doing, the 2012–2035 RTP/SCS provides goals and policies that are inherently related to the reduction of GHG emissions.

The 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[24] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[25] Furthermore, the Modified Project is designed with a mix of land uses (e.g., stadium, retail, office, and restaurants) that would capture internal vehicular trips at the Project Site, thereby reducing VMT. The Project Site is also located on a previously developed urban site where substantial existing infrastructure is in place. In accordance with Project Design Feature G-3, the Modified Project would include numerous features to reduce vehicular traffic, including preferential parking for alternative-fueled vehicles and carpools, encouraging the use of mass transit, and encouraging pedestrian and bicycling as viable means of accessing the Project Site by employees and visitors. Specifically, with regard to preferential parking for alternative-fueled vehicles, ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site would be constructed to accommodate the future placement of facilities for the recharging of electric vehicles pursuant to Project Design Feature G-3. These measures would reduce vehicle miles traveled and usage of petroleum based fuels. The Project Site location provides convenient pedestrian access to several stops on the Exposition Line Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality

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[23] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[24] *Ibid, pp. 114.*

[25] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Overall, and as discussed further in Section IV.J, Land Use and Planning, on page 101 of this Addendum, the Modified Project would be consistent with the 2012–2035 RTP/SCS, which is a relevant regional plan adopted for the purpose of reducing GHG emissions.

California's Cap-and-Trade Program

The *Climate Change Scoping Plan* identifies a cap-and-trade program as one of the strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80-percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

Under the approved Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period[26] and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update:

> *The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their*

[26] *A "compliance period" is the time frame during which the compliance obligation is calculated. The years 2013 and 2014 are the first compliance period, the years 2015–2017 are the second compliance period, and the third compliance period is from 2018–2020.*

> *GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.*[27]

In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions.[28] If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

> *The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap.*[29] *[…]*
>
> *[T]he Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions.*[30]

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[27] *CARB. First Update to the Climate Change Scoping Plan: Building on the Framework at 86 (May 2014) (emphasis added).*

[28] *Id.*

[29] *Id., at p. 88.*

[30] *Id., at pp. 86–87. See also CARB's 2013 Annual Compliance Obligation of the Cap-and-Trade Program reported 100 percent compliance for entities subject to the program, www.arb.ca.gov/cc/capandtrade/2013compliancereport.xlsx.*

In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California whether generated in-state or imported.[31] Accordingly, GHG emissions associated with CEQA projects' electricity usage would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[32] While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015.[33]

The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

As demonstrated above, GHG emissions attributable to electricity use and VMT, as well as stationary source GHG emissions, would be reduced by the Cap-and-Trade Program. As such, these GHG emissions are reduced by an existing regulatory scheme designed to address the cumulative problem of climate change. Accordingly, the Modified Project's GHG emissions in these categories, which are reduced by the Cap-and-Trade Program, would not be considered cumulatively considerable per the guidance provided in CEQA Guidelines Section 15064(h)(3).

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[31] *17 CCR § 95811(b).*

[32] *17 CCR §§ 95811 and 95812(d).*

[33] *Id., at § 95851(b) (emphasis added).*

Executive Orders S-3-05 and B-30-15

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As analyzed above, the Modified Project is consistent with AB 32. Therefore, the Modified Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. These goals have not been codified.[34] However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its *Climate Change Scoping Plan*, CARB acknowledged that the "measures needed to meet the 2050 target are too far in the future to define in detail."[35] In the First Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."[36] Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the Modified Project's impacts further relative to the 2030 and 2050 goals is speculative for purposes of CEQA.[37] Moreover, CARB has not calculated and released the BAU emissions projections for 2030 or 2050, which are necessary data points for quantitatively analyzing a CEQA project's consistency with these targets.

Although the Modified Project's emissions levels in 2030 and 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the proposed Modified Project's emissions level to

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[34] *Senate Bill (SB) 32, which currently is being considered by the State Assembly, would codify Governor Schwarzenegger's Executive Order S-3-05 goal of cutting GHG emissions to 80 percent below 1990 levels by 2050. In addition, on June 1, 2015, the California Senate amended SB 32 to also codify the interim goal set forth in Executive Order B-30-15 for GHG emissions levels to be 40 percent below 1990 levels by 2030, and to authorize CARB to adopt an additional interim GHG emissions level target for 2040.*

[35] *CARB, Scoping Plan, p. 117, December 2008.*

[36] *CARB, First Update, p. 32, May 2014. Website www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed March 2, 2015.*

[37] *See 14 Cal. Code Regs § 15145 ("If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.").*

decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Modified Project's emissions total at build-out presented in Table 9 on page 80, represents the maximum emissions inventory for the Modified Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Modified Project emissions once fully constructed and operational, the Modified Project is considered to be consistent with the Executive Orders.

The *Climate Change Scoping Plan* recognizes that AB 32 establishes an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the state on a path to meet the long-term 2050 goal of reducing California's greenhouse gas emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate."[38] Also, CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed Modified Project's post-2020 emissions level to the extent applicable by law:[39,40] These emission reduction strategies include the following:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed Modified Project's emissions levels.[41] Additionally, further additions to California's renewable resource portfolio would favorably influence the proposed Modified Project's emissions levels.[42]

- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing

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[38] *Climate Change Scoping Plan at 15.*

[39] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[40] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94–99, May 2014.*

[41] *CARB, First Update, pp. 37–39, 85, May 2014.*

[42] *CARB, First Update, pp. 40–41, May 2014.*

transportation systems all will serve to reduce the proposed Modified Project's emissions levels.[43]

- **Water Sector:** The proposed Modified Project's emissions levels will be reduced as a result of further desired enhancements to water conservation technologies.[44]

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the proposed Modified Project's emissions levels.[45]

The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. Although the Cap-and-Trade Program would remain in effect in post-2020, it is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[46] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target."[47] The "expected completion date" for this recommended action is 2017.[48]

In addition to CARB's First Update, in January 2015, during his inaugural address, Governor Jerry Brown expressed a commitment to achieve "three ambitious goals" that he would like to see accomplished by 2030 to reduce the State's GHG emissions: (1) increasing the State's Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030; (2) cutting the petroleum use in cars and trucks in half; and (3) doubling the efficiency of existing buildings and making heating fuels cleaner.[49] These expressions of Executive Branch policy may be manifested in adopted legislative or regulatory action

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[43] *CARB, First Update, pp. 55–56, May 2014.*

[44] *CARB, First Update, p. 65, May 2014.*

[45] *CARB, First Update, p. 69, May 2014.*

[46] *But see AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

[47] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

[48] *Id.*

[49] *Transcript: Governor Jerry Brown's January 5, 2015, Inaugural Address, www.latimes.com/local/political/la-me-pc-brown-speech-text-20150105-story.html#page=1, accessed March 2, 2015.*

through the state agencies and departments responsible for achieving the State's environmental policy objectives, particularly those relating to global climate change.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050.[50] Even though these studies do not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends, such as the increasing importance of web-based shopping, the emergence of different driving patterns by the "millennial" generation and the increasing effect of Web-based applications on transportation choices, are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years, and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. Therefore, the Modified Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

(iii) Conclusion

Given the Modified Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, as was the case with the Original Stadium Project. Furthermore, the Modified Project would comply with plans, programs, and regulations that reduce GHG

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[50] *Energy and Environmental Economics (E3), "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80% below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.*

emissions. Indeed, many Modified Project-related emissions would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program, such as energy, mobile, and construction emissions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to GHG emissions, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features

The Modified Project would implement the following Project Design Features related to GHG emissions:

PDF G-1: The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

PDF G-2: The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

PDF G-3: The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled:

- Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.)
- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles
- Reduced price Metro transit passes for project employees
- Printed transit information on tickets

In addition, refer to the Project Design Features and Mitigation Measures in Section IV.P, Utilities and Service Systems, on page 171 of this Addendum, which would indirectly reduce GHG emissions by reducing the Modified Project's resource consumption and waste generation.

H. Hazards and Hazardous Materials

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hazards and hazardous materials would be less than significant under the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to hazards and hazardous materials could occur if a project were to expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. The Certified EIR analyzed the demolition of the existing Sports Arena and stated that there is a potential for the Sports Arena to contain asbestos containing materials (ACMs) and lead. Subsequent to the preparation of the Certified EIR, an ACM Survey was conducted for the Sports Arena in January 2012 (see Appendix L of this Addendum), which confirmed that ACMs are present in some ceiling materials, roofing materials, ceiling tiles, floor tiles and mastic, and insulation.

As stated in the Certified EIR, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. As with the Original Stadium Project, construction of the Modified Project would involve demolition of the Sports Arena and compliance with SCAQMD Rule 1403, which would ensure impacts would be less than significant for the Modified Project. With regard to lead-based paint, prior to issuance of a demolition permit, the Applicant would be required to submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted for the Sports Arena. If lead-based paint is found, the Applicant must comply with all procedural requirements and regulations for proper lead removal and disposal, which would ensure that impacts related to lead-based paint would be less than significant. Construction of the Modified Project would conform to these requirements. Furthermore, similar to the Original Stadium Project, fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be used, handled, and stored on the Project Site during construction of the Modified Project. Like with the Original Stadium Project, all potentially hazardous materials associated with construction of the Modified Project would be used and stored in accordance with applicable regulatory requirements and manufacturers' instructions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with

respect to handling ACM, lead-based paint, and hazardous materials during construction would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

The Certified EIR also analyzed potential impacts related to hazards and hazardous materials during operation of the Original Stadium Project. As stated therein, minor amounts of hazardous materials such as motor oil, paints, solvents, pesticides, herbicides and fertilizers may be used at the Project Site. However, the use and disposal of such materials would be in compliance with the State Health and Safety Code, the LAMC, and the Uniform Fire Code (UFC). Therefore, the Certified EIR concluded that operation of the Original Stadium Project would not result is any significant impacts associated with hazards or hazardous materials. The general use of the stadium and the types and quantities of hazardous materials that could be used and stored in association with stadium operations would not change with the design and use modifications proposed under the Modified Project. The Modified Project also would provide Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including office and conference facilities, a museum, and retail and restaurant uses. These types of land uses are not typically associated with the use and handling of substantially hazardous materials. Rather, the types and quantities of hazardous materials that could be used during operation of the Ancillary Uses would be similar to those analyzed in the Certified EIR (e.g., motor oil, paints, solvents, pesticides, herbicides and fertilizers), and would be characteristic of typical commercial land uses. Furthermore, consistent with the Certified EIR's analysis, all potentially hazardous materials associated with operation of the Modified Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to the use, handling, and storage of hazardous materials would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

Subsequent to the preparation of the Certified EIR, a Phase I Environmental Site Assessment (Phase I ESA) dated August 26, 2015 was conducted for the Project Site. The Phase I ESA is included in Appendix M of this Addendum. To identify potential on-site hazards, the Phase I ESA included interviews with property owner representatives, a review of environmental records, a site reconnaissance, historical reviews, and interviews with public agency personnel. The Phase I ESA identified the following environmental concerns on the Project Site:

- Various containers of paint, oil, coolant, gasoline, and propane, as well as batteries and tires, that would be removed and disposed of in conjunction with demolition activities;

- Exterior evaporate Chillers that contain ACMs (not previously identified in the ACM Survey discussed above) located north of the VIP Parking Lot;

- Leaking piping containing glycol located underneath the Sports Arena floor; and

- The potential presence of a historical gasoline tank on the Project Site related to development prior to construction of the Sports Arena. No records were found related to the potential gasoline tank; therefore, it is unknown if it was an above-ground storage tank (AST) or underground storage tank (UST). According to the Phase I ESA, the approximate location of the tank was near the southern boundary line of the Project Site.

No significant stains or spills were observed in the areas where hazardous materials are stored on-site, and all materials appeared to be property stored and maintained. During demolition activities under the Modified Project, hazardous materials on the Project Site would be handled, transported, and disposed of in accordance with manufacturers' instructions and applicable federal, state, and local regulations. The Chillers, glycol, and glycol-related materials would also be removed and disposed of in accordance with applicable regulations. As stated above, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. With regard to the potential historical gasoline storage tank on-site, the Phase I ESA recommended that a geophysical survey be conducted to further evaluate the area for a possible tank excavation. Accordingly, Mitigation Measures MP-H-1 and MP-H-2[51] are recommended below. Mitigation Measures MP-H-1 and MP-H-2 have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of these measures, the Modified Project's potential impacts with respect to hazards and hazardous materials would be less than significant. Additionally, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City,[52] so no further analysis of issues related to methane are required.

Based on the above, with implementation of Mitigation Measures MP-H-1 and MP-H-2, the Modified Project would not result in any new significant impacts with respect to

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[51] *New mitigation measures that are recommended for the Modified Project in this Addendum are noted with the prefix "MP."*

[52] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

hazards and hazardous materials, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Mitigation Measures

The Modified Project would implement the following Mitigation Measures to mitigate potential impacts to hazards and hazardous materials to a less-than-significant level:

Mitigation Measure MP-H-1: Prior to the issuance of a demolition permit, a geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.

Mitigation Measure MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering, evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.

I. Hydrology and Water Quality

The following analysis is based on the Hydrology and Water Quality analysis provided in Section IV.E of the Certified EIR, and on the Hydrology and Water Quality Technical Memorandum (Hydrology Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated September 2, 2015, which is included in Appendix N of this Addendum. The Hydrology Report identifies potential surface water and groundwater hydrology and water quality impacts that may be associated with the Modified Project and determines whether the Modified Project would result in new significant impacts not previously identified in the Certified EIR.

(a) Construction

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during construction of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measures E-1 and E-3 are included in the Certified EIR to further ensure implementation of the applicable regulatory requirements that support this conclusion (i.e., compliance with a SWPPP and NPDES waste discharge requirements, respectively). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water hydrology and water quality impacts during construction, the Original Stadium Project was required to prepare and implement a SWPPP, as reflected in Mitigation Measure E-1 in the Certified EIR. The SWPPP would be prepared and implemented in compliance with the Construction General Permit administered by the State Water Resources Control Board (SWRCB).[53] The SWPPP would include temporary controls, or BMPs, to address construction impacts to hydrology and water quality, particularly during soil disturbing activities when soils are exposed to wind, rain, and concentrated flows that cause erosion, and that would minimize the transmission of sediment into the storm drain system. The SWPPP control measures would be designed to convey the 25-yr and 50-yr rainfall events from the Project Site. Additionally, the SWPPP would also address proper usage and storage of common construction materials such as vehicle fluids (e.g., oil, grease, etc.), asphalt concrete and Portland cement concrete, paints, solvents and thinners, metals and plated products and fertilizers. Finally, the SWPPP would address construction related waste such as wastewater from vehicle cleaning operations, trash from material packaging, employee's

[53] *Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2012-0006-DWQ.*

meal breaks, slurries from sawing and grinding operations, wastewater/waste from concrete washout operations and sanitary waste. The Certified EIR concluded that following the implementation of Mitigation Measure E-1, which requires implementation of a SWPPP, impacts to surface water hydrology and water quality during construction would be less than significant under the Original Stadium Project.

Construction activities under the Modified Project would be substantially similar to those of the Original Stadium Project in terms of the amount of ground disturbance and the types of pollutants that could be introduced to the Project Site. As is the case for the Original Stadium Project, potential impacts to surface water quality and hydrology would be mitigated to a less-than-significant level through preparation and implementation of a SWPPP. Mitigation Measure E-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to surface water hydrology and water quality under the Modified Project would be less than significant through implementation of a SWPPP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-1 of the Certified EIR. No additional mitigation measures are required.

As it relates to impacts to groundwater during construction, the Certified EIR stated that the Project Site is not an area that provides substantial groundwater recharge. Furthermore, the project contractor would be required to comply with existing regulatory requirements pertaining to water quality that would ensure that the Original Stadium Project would not result in any significant impacts to groundwater. Such requirements include the preparation and implementation of a SWPPP as reflected in Mitigation Measure E-1 in the Certified EIR, and compliance with NPDES waste discharge requirements for construction dewatering, which is reflected in Mitigation Measure E-3 in the Certified EIR. Therefore, the Certified EIR concluded that the Original Stadium Project would not adversely affect groundwater conditions with implementation of the aforementioned mitigation measures.

As discussed in the Hydrology Report, and consistent with the analysis in the Certified EIR, appreciable groundwater recharge does not occur on the Project Site. Furthermore, as discussed above, the Modified Project's SWPPP would include BMPs for the proper handling, storage, and disposal of hazardous materials during construction to avoid subsurface contamination. With regard to the potential for encountering groundwater during construction, as discussed in the Hydrology Report, the proposed stadium under the Modified Project would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, consistent with the Original Stadium Project. The

basement level of the Sports Arena currently extends to a depth of approximately 25 feet below grade level (approximately el 155).[54] The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. As discussed above in Section IV.F, Geology and Soils, of this Addendum (see page 69), based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Both historical groundwater levels and recently monitored groundwater levels are well below the lowest proposed grade of the Modified Project (refer to Section IV.F, Geology and Soils, on page 69). Therefore, it is not expected that groundwater would be encountered during construction of the Modified Project. Nonetheless, the potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Therefore, while not anticipated, temporary construction dewatering may be required. Construction dewatering, if required, would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, in accordance with Project Design Feature F-1 in Section IV.F, Geology and Soils. Additionally, Mitigation Measure E-3 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, which requires that construction dewatering comply with applicable NPDES permit requirements. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to groundwater under the Modified Project would be less than significant through compliance with Mitigation Measures E-1 and E-3 of the Certified EIR. No additional mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, construction of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during operation of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measure E-2 is included in the Certified EIR to further ensure implementation of the applicable regulatory

[54] *With respect to NAVD.*

requirements that support this conclusion (i.e., compliance with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water quality, the Certified EIR stated that the Original Stadium Project would have the potential to introduce additional contaminants that could impact the urban runoff flows on the Project Site, such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. As reflected in Mitigation Measure E-2 in the Certified EIR, the Original Stadium Project would be required to prepare and implement a SUSMP in accordance with the Los Angeles County RWQCB MS4 Program, which would reduce surface water quality impacts to a less-than-significant level. The Modified Project would introduce similar types of pollutants to the Project Site as the Original Stadium Project. As is typical of commercial developments with restaurant uses, anticipated pollutants would include pathogens, nutrients, pesticides, sediments, trash and debris, oxygen demanding substances and oil and grease. Like the Original Stadium Project, the Modified Project would be subject to Mitigation Measure E-2 in the Certified EIR and would be required to prepare and implement a SUSMP with permanent on-site BMPs to reduce the quantity and improve the quality of rainfall runoff from the Project Site. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[55] LID consists of site design approaches and BMPs that are designed to address runoff and pollution at the source. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The LID ordinance requires rainwater from a 0.75-inch rainstorm to be captured, infiltrated, and/or used on-site at most developments and redevelopments where more than 500 square feet of hardscape is added. In so doing, the City's LID Manual prioritizes the following BMPs: infiltration systems, stormwater capture and use, high efficient biofiltration/bioretention systems, or a combination of the above. The Modified Project would incorporate one or more of these BMPs to achieve compliance with LID Ordinance requirements. Because runoff from the Project Site is currently untreated, implementation of the Modified Project would result in a beneficial impact with regard to surface water quality as compared to existing conditions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), operational impacts with respect to surface water quality under the Modified Project would be less than significant (and in fact

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[55] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

beneficial) through implementation of applicable regulatory requirements, including compliance with a SUSMP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-2 of the Certified EIR, and the City's LID Ordinance. Mitigation Measure E-2 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. No additional mitigation measures are required.

With regard to surface water hydrology, as stated in the Certified EIR, the Project Site in its existing state is mostly impervious. Stormwater that is not absorbed in the pervious areas is collected as runoff and is conveyed via sheet flow to the City storm drainage systems in Hoover Street and Martin Luther King, Jr. Boulevard. The Sports Arena roof, the eastern depressed areas, and some structured areas collect stormwater runoff into a building drainage system and utilize pumps to convey the stormwater to the existing surface drainage system. The Certified EIR concluded that permeable areas would slightly increase as compared to the existing conditions under the Original Stadium Project, thereby improving runoff conditions by reducing the flow to the storm drain system. Therefore, because stormwater runoff conditions would be improved compared to existing conditions, the Certified EIR determined that surface water hydrology impacts under the Original Stadium Project would be less than significant. The Hydrology Report analyzes post-development stormwater flows based on the Modified Project design. The amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. As shown in Table 10 on page 100, peak flow rates from the Project Site would not increase under the Modified Project during a 25- or 50-year storm event. Therefore, the Modified Project would not create nor contribute to stormwater runoff levels that would exceed the capacity of the existing storm water drainage systems. Accordingly, consistent with the Certified EIR's conclusions for the Original Stadium Project, the Modified Project's potential surface water hydrology impacts would be less than significant. No mitigation measures are required.

The Certified EIR also analyzed the Original Stadium Project's potential operational impacts on groundwater. As stated therein, the Project Site is not an area that provides substantial groundwater recharge, and the Original Stadium Project would not affect this condition. Furthermore, the Project Site is not a source of groundwater pumping for potable water usage. Therefore, the Certified EIR concluded that impacts related to groundwater would be less than significant during operation of the Original Stadium Project. Similar to the Original Stadium Project, the Modified Project would be serviced by the municipal water and sewer system, and no production wells would be installed. As stated above, the amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. The Modified Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge since limited groundwater recharge currently occurs on-site. Furthermore, the Modified Project would implement BMPs pursuant to SUSMP

Table 10
Modified Project Peak Stormwater Flowrates

Site Condition	Rational Method Runoff Coefficient	Q25 (cfs)	Q50 (cfs)
Existing	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8
Proposed	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8

Q25 = peak runoff rate during 25-year storm event
Q50 = peak runoff rate during 50-year storm event
cfs = cubic feet per second
Source: Langan Engineering and Environmental Services, Inc., 2015.

requirements (pursuant to Certified EIR Mitigation Measure E-2) and the City's LID Ordinance to control and mitigate surface pollutants. Therefore, consistent with the conclusions in the Certified EIR, the Modified Project would result in less than significant impacts associated with groundwater hydrology and quality.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, operation of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Mitigation Measures

The following mitigation measures were included in the Certified EIR to reflect the regulatory requirements that would ensure that the Original Stadium Project's hydrology and water quality impacts would be less than significant. These Mitigation Measures would continue to be implemented as part of the Modified Project, as revised, and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum:

EIR Mitigation Measure MM E-1: The ~~Project~~ Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits.

EIR Mitigation Measure MM E-2: The ~~Project~~ Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the

satisfaction of the City of Los Angeles Department of Building and Safety.

EIR Mitigation Measure MM E-3: The ~~Project~~ Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").

J. Land Use and Planning

(a) Consistency with Regulatory Framework

The Certified EIR for the Original Stadium Project concluded that impacts related to consistency with applicable land use plans and policies would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. Specifically, the Certified EIR determined that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations on the Project Site, the Exposition/University Park Redevelopment Plan,[56] the California Museum of Science and Industry (CMSI)/Exposition Park Master Plan, and applicable regional plans and regulations. Although impacts would be less than significant, the Certified EIR included Mitigation Measure F-1 to reinforce requirements for permits and discretionary approvals to ensure land use consistency. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the Original Stadium Project including conference facility and office space, a museum, and retail and restaurant uses. The Modified Project would also require the following discretionary approvals that were not specifically considered in the Certified EIR's analysis of the Original Stadium Project:

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[56] *On December 29, 2011, the California Supreme Court issued its decision in the* California *Redevelopment Association v. Matosantos case. The decision upheld the recently enacted State law, Assembly Bill (AB)X1 26, dissolving all California redevelopment agencies, including the Community Redevelopment Agency of the City of Los Angeles. The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve the redevelopment plans. Therefore, the Exposition/University Park Redevelopment Plan and its requirements for development are still in effect and are overseen by a Designated Local Authority (DLA).*

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage;
- Possible Board of Police Commissioners permit for extended interior construction hours;
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

The following analysis focuses on the potential for the Modified Project's Ancillary Uses and additional discretionary approvals to result in new significant impacts with respect to land use consistency that were not previously identified in the Certified EIR.

As stated in the Certified EIR, the Project Site is subject to the following state, regional, and local land use regulatory authorities, plans, and policies: (1) State—CMSI/ Exposition Park Master Plan; (2) Regional—Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG), 2008 Regional Comprehensive Plan (RCP), and Compass Growth Vision; South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); Regional Water Quality Control Board (RWQCB); and Metropolitan Transportation Authority's (MTA) Congestion Management Plan (CMP); and (3) Local—the City of Los Angeles' General Plan, South Los Angeles Community Plan, Exposition/University Park Redevelopment Plan, and Planning and Zoning Code. The Project Site is also regulated by the City of Los Angeles' Coliseum District Specific Plan. Additionally, since certification of the Certified EIR, SCAG adopted its 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which also pertains to the Project Site. The AQMP was also updated in 2012. Finally, while the Certified EIR addressed the Project Site's location within the Los Angeles State Enterprise Zone, the California State Enterprise Zone program has since ended and is no longer applicable to the Project Site. The Modified

Project's consistency with the applicable land use plans and policies noted above is addressed below.

(i) State

As stated in the Certified EIR, the CMSI/Exposition Park Master Plan (Master Plan) includes goals and objectives oriented around developing, preserving, and restoring the following areas within Exposition Park: (1) the CMSI; (2) the Science Museum School; (3) the Science Educational Resource Center; (4) the California African-American Museum; (5) park landscaping and open space areas; (6) parking and circulation facilities; and (7) ancillary infrastructure improvement areas. The Master Plan does not include any goals or objectives related to specific alterations or renovation of the Sports Arena, and makes no specific reference with respect to goals or objectives for the long-term use of the Sports Arena. Notwithstanding, the Certified EIR determined that the Original Stadium Project would be consistent with the six general objectives of the Master Plan because it would: reinforce Exposition Park's role as a major regional community resource in the southern California region by replacing the underutilized Sports Arena with a modern, world-class sports complex; provide enhanced landscape and pedestrian circulation areas; implement a traffic management plan to minimize traffic and parking impacts on days when major events are scheduled; be compatible in scale, height, materials, architectural quality and site orientation within the context of Exposition Park as well as the surrounding built environment; and provide provisions for coordinated marketing, security, maintenance arrangements, parking, transit access, and programming with Exposition Park management, as needed for the redeveloped Project Site. The Modified Project's proposed modifications to the Original Stadium Project would not change these conclusions.

Specifically, the Modified Project would continue to reinforce Exposition Park's role as a major regional community resource in southern California by replacing the Sports Arena with a modern, world-class sports complex, and would involve substantially similar features to the Original Stadium Project that the Certified EIR concluded would be consistent with the Master Plan. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including: (1) the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas; and (2) the Figueroa Street pedestrian improvements, which would include a broad pedestrian sidewalk featuring enhanced landscape and streetscape, providing sufficient space for patrons to circulate and queue on event days, and, an inviting and safe pedestrian environment on non-event days. The Modified Project's proposed Ancillary Uses would provide additional amenities to support stadium operations, including year-round restaurant and retail uses, which would enable the creation of a state-of-the-art sports and entertainment complex that is better able to

compete with similar, modern facilities. The Ancillary Uses would therefore further promote the Modified Project's consistency with Master Plan Objective 1, to reinforce the park as a regional and community resource, and Objective 3, to develop employment and cultural opportunities within the park to benefit area residents. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park, and therefore the Modified Project would continue to be consistent with Master Plan Objective 5. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the general objectives of the Master Plan, and impacts would be less than significant. No mitigation measures are required.

(ii) Regional

As stated in the Certified EIR, the Project Site is located within SCAG's planning region. SCAG is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality. SCAG plans that currently apply to the Project Site include the 2012–2035 RTP/SCS, the Compass Growth Vision, and the 2008 RCP.

SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[57] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this approach, the 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[58] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[59]

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[57] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[58] *Ibid, pp. 114.*

[59] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

The Certified EIR did not include a discussion of the Original Stadium Project's consistency with the 2012–2035 RTP/SCS since the 2012–2035 RTP/SCS was adopted after the certification of the Certified EIR. However, the Certified EIR included an analysis of the Original Stadium Project's consistency with SCAG's 2008 Regional Transportation Plan (RTP), which preceded the 2012–2035 RTP/SCS (see Table IV.F-1 in the Certified EIR). The Certified EIR explained that the Project Site is already well served by regional and local transit lines. In addition, the Certified EIR explained that the Original Stadium Project would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the goals of the 2008 RTP to maximize mobility and accessibility for all people and goods in the region; preserve and ensure a sustainable regional transportation system; protect the environment, improve air quality and promote energy efficiency; and encourage land use and growth patterns that complement transportation investments, among others.

Like the Original Stadium Project, the Modified Project represents an infill development within an existing urbanized area that would concentrate new development in proximity to public transit opportunities (e.g., Expo Light Rail, Harbor Transitway BRT station), thereby minimizing vehicle trips, vehicle miles traveled (VMT), and resulting air pollution. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Furthermore, the Modified Project would provide bicycle parking for a minimum of 440 bicycles (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium. Also like the Original Stadium Project, the Modified Project would revitalize an urban infill site that is already equipped with the infrastructure to support a major sports and entertainment venue by replacing the underutilized Sports Arena with a modern, world-class sports complex. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas, as well as other public open space areas around the Project Site. As discussed in Section IV.G, Greenhouse Gas Emissions, on page 75 of this Addendum, the Modified Project would incorporate "Green" principles throughout the development to comply with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) and the sustainability intent of the U.S. Green Building Council's LEED® program. These include energy conservation, water conservation, and waste reduction features that exceed the requirements and commitments applicable to the Original Stadium Project. Therefore,

consistent with the conclusions in the Certified EIR for the Original Stadium Project (which pertained to 2008 RTP consistency), the Modified Project would be consistent with the applicable goals and principles set forth in the 2012–2035 RTP/SCS. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Compass Growth Vision is driven by four key principles: (1) Mobility –Getting where we want to go, (2) Livability—Creating positive communities, (3) Prosperity—Long-term health for the region, and (4) Sustainability—Preserving natural surroundings. SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the key principles would best serve the goals of the Compass Growth Vision to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations. Since certification of the Certified EIR, the 2% Strategy Opportunity Areas have been effectively replaced with the High-Quality Transit Areas established in the 2012–2035 RTP/SCS, as discussed above. The Certified EIR stated that the Original Project would provide an updated public venue for outdoor recreational opportunities or civic events in response to changing community needs and market conditions, revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility and site conditions. In addition, the Certified EIR stated that the Original Stadium Project would provide employment opportunities and would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the Compass Growth Vision principles. The Modified Project builds upon the energy conservation features previously identified in the Certified EIR and would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC), in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. For the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS, the Modified Project would also be consistent with the principles set forth in the Compass Growth Vision, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Regional Comprehensive Plan (RCP) was adopted by SCAG in October of 2008 and serves as an advisory document for (voluntary) use by local governments in the SCAG region as an informational resource, and as a reference document for their use in developing plans and addressing local issues of regional significance. The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). Because of its advisory nature, the RCP is not used in SCAG's Intergovernmental Review process for regionally significant projects. Rather, SCAG reviews new major regional projects based on consistency with the 2012–2035 RTP/SCS and Compass Growth Vision, described above. As stated in the Certified EIR, according to SCAG, the Original Stadium Project was not considered regionally significant pursuant to SCAG Intergovernmental Review (IGR) Criteria and Section 15206 of the CEQA Guidelines. Since consistency with the 2008 RCP was not required, a consistency analysis was not provided in the Certified EIR, though, as discussed above, the Certified EIR did address the Original Stadium Project's consistency with the 2008 RTP (which preceded the 2012–2035 RTP/SCS and was in effect at the time of the Certified EIR) and the Compass Growth Vision. The changes proposed by the Modified Project would not make the Modified Project regionally significant pursuant to SCAG and CEQA criteria. Although an analysis of consistency with the RCP is not required, as was the case at the time the Certified EIR was prepared, it is noted that the Modified Project would be substantially consistent with the applicable goals and policies set forth in the RCP for the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS.

As stated in the Certified EIR, the Original Stadium Project is subject to the requirements of the SCAQMD's AQMP. The AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the air basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. As analyzed in Section IV.C, Air Quality, on page 49, the Modified Project would also be consistent with the 2012 AQMP, which was adopted subsequent to the preparation of the Certified EIR, and its applicable population, housing, and employment projections. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Original Stadium Project is subject to the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The Certified EIR determined that the Original Stadium Project would be consistent with

RWQCB requirements during construction and operation (e.g., requirements pursuant to the National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit). As analyzed in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, the Modified Project would also be consistent with applicable RWQCB requirements, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[60] Therefore, impacts would be less than significant and no mitigation measures are required.

Finally, the Certified EIR explained that the Original Stadium Project is subject to the requirements of the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP). The CMP requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The Certified EIR determined that the Original Stadium Project would be consistent with the CMP because it would not significantly impact any CMP roadway segments or freeway on-/off-ramps. As analyzed in Section IV.O, Traffic/Transportation/ Parking, on page 149 of this Addendum, the Modified Project would also be consistent with the CMP and would not significantly impact any CMP roadway segments, freeway on-/off-ramps, or transit facilities. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

(iii) Local

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles (City) and defines citywide policies regarding land use. The General Plan Framework defines citywide policies that influence the Community Plans and most of the City's General Plan Elements. The policies are organized by chapters that address land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services.

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[60] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/ files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

The Land Use Chapter of the General Plan Framework provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories which are broadly described by ranges of intensity/density, heights, and lists of typical uses. The designated land use categories are Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, Mixed-Use Boulevards, and Industrial Districts. These land use categories do not connote land use entitlements or affect existing zoning for properties in the City and are intended to serve as a guideline for the Community Plans.[61] The Project Site is located adjacent to and partially within a designated Regional Center that generally corresponds with Figueroa Street.[62] A Regional Center is defined as:

> *…a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Generally different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.*

The Land Use Chapter also indicates that Martin Luther King, Jr. Boulevard adjacent to the Project Site is designated as a Mixed Use Boulevard.[63] Mixed Use Boulevards are described as connections between the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Additionally, the Framework Element designates the Project Site as being located within a Pedestrian-Oriented District that generally corresponds with Figueroa Street.[64] Pedestrian-Oriented Districts are defined as "commercial and mixed-use

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[61] *As indicated in Chapter 1 of the General Plan Framework, the General Plan Framework neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and Community Plans. The General Plan Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.*

[62] *General Plan Framework, Figure 3-2, Long Range Land Use Diagram—South Los Angeles, http://planning.lacity.org/cwd/framwk/chapters/03/F32SLAMp.pdf, accessed August 14, 2015.*

[63] *Ibid.*

[64] *General Plan Framework, Figure 8-2, Citywide Pedestrian and Transit-Related Priorities, http://cityplanning.lacity.org/cwd/framwk/chapters/08/fig8-2.htm, accessed August 14, 2015.*

districts that promote pedestrian activity. Such districts can become community-oriented focal points that are differentiated from the prevailing pattern of development and reduce the use of the automobile."[65]

The Certified EIR did not include a detailed analysis of the Original Stadium Project's consistency with the General Plan Framework. Therefore, the following discussion focuses on the Modified Project's consistency with the various land use designations established for the Project Site and the vicinity in the General Plan Framework. As described above, each of these designations supports an overall vision of high-density, mixed-use, and pedestrian-oriented development in the Project Site vicinity, particularly along the Figueroa Street corridor. The Modified Project would implement the intent of the General Plan Framework Land Use Element by revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility. Specifically, the Modified Project would replace the underutilized Sports Arena with a modern, world-class sports complex with direct access from Figueroa Street; provide enhanced landscape and pedestrian circulation areas including pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas; and provide a mix of land uses that would support stadium operations, including year-round restaurant and retail uses, thereby enabling the creation of a state-of-the-art sports and entertainment complex that can serve as a major regional destination. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park. Therefore, the Modified Project would be consistent with the intent of the General Plan Framework Land Use Element. Impacts would be less than significant and no mitigation measures are required.

The South Los Angeles Community Plan functions as the Land Use Element of the City's General Plan that is applicable to the Project Site. As discussed in the Certified EIR, the South Los Angeles Community Plan designates the Project Site and all of Exposition Park as Open Space (OS), and also identifies Exposition Park as a "major opportunity site." The OS designation permits parks, community centers and public serving facilities under the ownership or operation of a public agency. The Project Site is owned by the Sixth District Agricultural Association, a state agency. The Certified EIR determined that the Original Stadium Project would be consistent with the Open Space (OS) designation by providing a publicly oriented facility, and that it would be consistent with relevant policies set forth in the South Los Angeles Community Plan related to preserving recreational

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[65] *General Plan Framework, Chapter 3, Land Use.*

facilities and park space, and fostering public appreciation of historic resources in Exposition Park, specifically the Coliseum.

As compared to the Original Stadium Project, the Modified Project's stadium component would be similarly consistent with the South Los Angeles Community Plan. In addition, the Modified Project and its proposed Ancillary Uses would promote consistency with other South Los Angeles Community Plan policies. Specifically, the Modified Project's proposed museum would be consistent with the definition of Open Space in the Community Plan to provide for educational opportunities and cultural values. In addition, by developing a state-of-the-art sports and entertainment complex while preserving significant open space and public gathering areas, the Modified Project would be consistent with the definition of Open Space in the Community Plan to preserve and create community identity. The Modified Project's restaurant, retail, conference and office space uses, which are all ancillary facilities supporting the stadium, would also be consistent with the South Los Angeles Community Plan's principles for the "major opportunity site" of Exposition Park, which includes providing the opportunity for a variety of jobs and job training for community residents and allowing development that is reflective of community needs. By providing increased job opportunities within Exposition Park in uses that would operate seven-days a week, the Modified Project's Ancillary Uses would help address the community's need for increased local jobs, while providing a variety of jobs and job training for area residents. In addition, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas. These features would further South Los Angeles Community Plan Objective 5-1 to develop new open space areas in Exposition Park. Additionally, as discussed in Section IV.E, Cultural Resources, on page 61 of this Addendum, impacts to historic resources, including the adjacent Coliseum, would be less than significant and would not change under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would remain consistent with the South Los Angeles Community Plan. Impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Project Site and all of Exposition Park are located within the Exposition/University Park Redevelopment Plan. Specifically, the Project Site is located within the Redevelopment Plan's Exposition Sub Area. As explained in the Certified EIR, real property that is owned or controlled by the State of California or the Coliseum Commission, including the Project Site, is not subject to the requirements and

policies of the Redevelopment Plan.[66] Nevertheless, the Certified EIR analyzed the Original Stadium Project's consistency with the Redevelopment Plan and determined it would be consistent with the Project Site's Public Use designation because it would replace the underutilized Sports Arena with a modern, world-class sports complex that is consistent with the site's history and would result in the development of a public venue for public, private and civic use. Further, because it would foster economic growth along the Figueroa Corridor, the Certified EIR determined that the Original Stadium Project would be consistent with the goals identified in the Community Redevelopment Agency of the City of Los Angeles' Five Year Implementation Plan. Finally, the Certified EIR examined the applicable Redevelopment Plan goals to the Project Site, including goals related to the elimination of blight and to conserve, rehabilitate, and redevelop the Expanded Project Area and provide for well-planned community uses and facilities, and determined that the Original Stadium Project would be generally consistent with those goals.

Like the Original Stadium Project, the Modified Project is located on the Project Site owned by the Sixth District Agricultural Association (State of California) and controlled by the Coliseum Commission, and accordingly the Modified Project is not subject to the requirements of the Exposition/University Park Redevelopment Plan. Nevertheless, an analysis of Redevelopment Plan consistency is provided herein consistent with the Certified EIR analysis. The modifications proposed under the Modified Project would not change the Certified EIR's consistency analysis with the Redevelopment Plan. The Modified Project would continue to provide a world-class sports complex for public, private and civic use that is consistent with the Project Site's history. Further, the addition of the Modified Project's Ancillary Uses would provide for a more cohesive and successful development that is comparable to other recently-constructed MLS venues, and would further applicable goals related to fostering economic growth on the Figueroa Corridor, the elimination of blight, the redevelopment of the Project Area, and the provision of uses and facilities serving the community. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the Redevelopment Plan. Impacts would be less than significant and no mitigation measures are required.

As stated in the Certified EIR, the Project Site is zoned OS-1XL (Open Space, Extra Limited Height District 1) under the City's Planning and Zoning Code, as is the majority of

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[66] *Exposition Park was added to the Hoover Redevelopment Plan Area in 1983, and in 1984 the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) prepared a Master Plan for Exposition Park. However, the Master Plan was contested and was never formally adopted. In 1985, the CRA/LA and the State of California reached a settlement agreement that voided CRA/LA consultation, review, or control over State of California or Coliseum Commission properties within Exposition Park. (EPICC EIR, CRA/LA, 1999).*

Exposition Park. The Certified EIR determined that the Original Stadium Project would be consistent with allowable uses in the OS zone, which include park and recreation facilities and athletic fields. In addition, the Certified EIR determined that the Original Stadium Project would exceed the limitations of height district 1XL, and would need to seek discretionary relief from the Department of City Planning. The Certified EIR concluded that following the approval of discretionary land use entitlements from the City, the Original Stadium Project would be consistent with the applicable provisions of the Planning and Zoning Code, and no land use impact would occur.

In addition to the Project Site's zoning designation of OS-1XL, the Project Site is also located within the boundaries of the Coliseum District Specific Plan (Specific Plan). The Specific Plan provides additional land use regulations applicable to the site of the existing Sports Arena as well as the adjacent site of the Coliseum and immediately surrounding ancillary areas. As explained in Section 3.B of the Specific Plan, "[w]henever this Specific Plan contains provisions that establish regulations... which are different from, more restrictive or more permissive than what would be allowed pursuant to the provisions contained in the LAMC [Los Angeles Municipal Code], this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances." Therefore, the land use regulations of the Specific Plan supersede those of the LAMC, including those of the OS-1XL zone.

The Specific Plan currently permits a variety of uses in the Specific Plan area, including the operation of sports, entertainment and public gathering facilities, the sale of concessions and alcoholic beverages for consumption on-site, the sale of merchandise and other retail uses, offices, restaurants, bars, cafes and outdoor eating areas, and museums and parking facilities. The Modified Project proposes a Specific Plan Amendment, an entitlement request that was not included as part of the Original Stadium Project. The proposed Specific Plan amendment would slightly modify the boundaries of the Specific Plan to align the northern and eastern Project Site boundaries with the southern and western edges of the South Coliseum Drive and Figueroa Street rights-of-way, respectively, and would expressly allow development standards for the Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses). Specifically, the proposed Specific Plan Amendment would expressly permit the development of an approximately 22,000 seat soccer stadium and approximately 119,000 gross square feet (approximately 105,900 square feet of floor area) of ancillary facilities as described in Section III, Project Description, on page 4. The total amount of development would not be permitted to exceed approximately 641,000 gross square feet. The maximum height of the stadium would not be permitted to exceed 115 feet above grade, and the maximum height of the associated ancillary facilities would be limited to approximately 75 feet above grade. In accordance with existing Specific Plan requirements, front, side, or rear yards or building setbacks would not be required.

The proposed Specific Plan amendment would also clarify the applicability of certain Specific Plan provisions to the Project Site. Although the Specific Plan area encompasses the Project Site, many of the purposes, definitions, permitted uses, design regulations, on-site alcohol regulations, and signage provisions currently stated in the Specific Plan either contemplate development at the adjacent Coliseum property, or do not clearly establish parameters for redevelopment of the Sports Arena. Further, the boundaries of various zones within the Specific Plan do not currently reflect the boundaries of the Coliseum property and the Project Site. The proposed Specific Plan Amendment would provide for the proposed development and operation of the Modified Project, as well as updated internal boundaries that appropriately distinguish between the Coliseum property and the Project Site, along with immediately surrounding areas and parking lots that serve both properties and Exposition Park.

Although the Modified Project is proposing an amendment to the Specific Plan to clarify certain provisions and to provide applicable development parameters for the Project Site, the Modified Project is compatible with the Specific Plan's generally permitted uses described above. Specifically, the Modified Project would include the operation of a sports, entertainment and public gathering facility; the sale of alcoholic beverages for consumption on-site; retail uses; offices; restaurants, bars, cafes and outdoor eating areas; a museum, exhibitions, cultural facilities; and other related uses. The Modified Project's application of these uses to the Project Site is generally consistent with the intent of the Specific Plan to provide for sports and cultural destination uses, along with ancillary facilities that support those uses within the Specific Plan area. Thus, with approval of the proposed Specific Plan Amendment, the Modified Project would be fully consistent with the Specific Plan, including all uses and facilities, development parameters, design regulations, and internal Specific Plan boundaries. Because the Specific Plan supersedes the LAMC, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would also be consistent with the LAMC. Further, pursuant to Section 6 of the Specific Plan, the City Planning Director must review all projects for compliance with the Specific Plan before any demolition, grading, foundation, building, sign or use of land permit can be issued. As discussed above, the Applicant has requested this compliance review for the proposed Modified Project, which will further confirm that the Modified Project is consistent with the Specific Plan, as amended. Therefore, impacts would be less than significant and no mitigation measures are required.

The Original Stadium Project did not include a detailed signage program. However, the Certified EIR stated that in the absence of any specific programmatic goals for signage, signage under the Original Stadium Project would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Since the certification of the Certified

EIR, the City has modified its policy regarding signage and now authorizes signage through a Supplemental Use Sign District (SUD) rather than being authorized through a Specific Plan. Therefore, as discussed in Section III, Project Description, on page 4 of this Addendum, the Modified Project is also requesting approval of an SUD to allow for the types and amounts of signage that would be included in the proposed development. Consistent with the signage program allowed under the existing Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the proposed Specific Plan Amendment, the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD. These actions would be consistent with the City's current policy mechanisms for regulating signage and would not represent a significant land use consistency impact. With approval of the proposed SUD, the Modified Project would be consistent with applicable land use plans and regulations related to signage. Impacts would be less than significant and no mitigation measures are required. For an analysis of the potential aesthetic impacts of the proposed signage program, refer to Section IV.A, Aesthetics, of this Addendum.

Because the Modified Project's Ancillary Uses include up to 2,550 square feet of fast food restaurant floor area, analysis of the Modified Project's consistency with applicable City land use regulations concerning fast food restaurants is required. City of Los Angeles Ordinance No. 180103 imposes interim regulations on the issuance of all permits related to the establishment of new fast food restaurants on commercial or industrial zoned properties located on streets designated as Major Highway Class I, Major Highway Class II and Secondary Highway in the West Adams–Baldwin Hills–Leimert Community Plan area and portions of the South Los Angeles and Southeast Los Angeles Community Plan areas, including the Project Site. Ordinance No. 180103 only applies to stand-alone fast food restaurants. The fast food restaurant components of the Modified Project would be integrated with the stadium and other Ancillary Uses as part of a cohesive development, and would not include a stand-alone fast food establishment. Therefore, the Modified Project would not be inconsistent with Ordinance No. 180103. Impacts would be less than significant and no mitigation measures are required.

In addition, because the Modified Project would include on-site alcohol sales and service for a full line of alcoholic beverages, analysis of the Modified Project's consistency with applicable City land use regulations concerning alcohol sales is necessary. As discussed above, the Specific Plan currently allows for the sale and service of alcoholic beverages for on-site consumption on the Project Site and other areas in the Specific Plan,

subject to compliance with operational conditions set forth in the Specific Plan. Further, pursuant to Section 9 of the Specific Plan, each establishment selling alcoholic beverages in the Specific Plan area must obtain an Alcohol Use Approval from the Director determining their compliance with the Specific Plan. While the proposed Specific Plan Amendment would modify the existing zones established within the Specific Plan for alcohol consumption, it would not modify the Specific Plan's operational conditions for establishments selling alcoholic beverages. The Modified Project would comply with these requirements, and establishments selling alcoholic beverages would be required to obtain an Alcohol Use Approval from the Director as required by the Specific Plan. Because the Specific Plan supersedes other provisions of the LAMC, further analysis of other LAMC provisions related to alcohol sales and service is not required. In addition, City Ordinance No. 171681 prohibits off-site alcohol sales in the South Los Angeles area. However, the Modified Project's proposed sale and service of a full line of alcoholic beverages would be for on-site consumption only, which is permitted by the Specific Plan. Off-site alcohol sales would not be permitted. Therefore, the Modified Project would not be inconsistent with Ordinance No. 171681. Impacts would be less than significant and no mitigation measures are required.

As described above, the Certified EIR concluded that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations, the Redevelopment Plan, the Master Plan, and applicable regional plans and regulations. Therefore the Certified EIR concluded that impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant and that no mitigation measures are required. Similarly, as described above, the Modified Project also would be consistent with all applicable land use plans and the zoning code with the approval of the proposed Specific Plan Amendment, the SUD, and the Alcohol Use Approval under the Specific Plan. Therefore, the Modified Project's potential impacts to operational land use compatibility and consistency with applicable land use plans and the zoning code would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use consistency, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Mitigation Measures

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to land use consistency. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included

in Appendix A of this Addendum, but has been revised as follows to be consistent with the Modified Project:

EIR Mitigation Measure F-1: The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions~~ associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance~~.

(b) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The analysis in the Certified EIR concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in their respective sections of the Certified EIR, and mitigation measures are recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period. The potential environmental impacts from construction of the Modified Project are discussed in their respective sections of this Addendum, and it has been determined that the Modified Project would not result in new construction-related significant impacts or increase the severity of construction-related significant impacts that were previously evaluated and disclosed in the Certified EIR. From a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during operation would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The

analysis in the Certified EIR concluded that demolition of the Sports Arena and construction of the Original Stadium Project would maintain the existing, general-purpose use of the Project Site as a venue for sporting and entertainment events, cultural events, and civic events. The Certified EIR further states that the Project Site would continue to function as an integral part of the Exposition Park Master Plan as a public entertainment and civic space. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including conference facility and office space, a museum, and retail and restaurant uses. These types of land uses are consistent and compatible with other land uses within and around Exposition Park. For example, land uses within Exposition Park include museums and athletic facilities with associated office/administration, conference, retail, and restaurant spaces. Retail and restaurant uses are also located adjacent to the Project Site on the east side of Figueroa Street. Additional conference facility, office, retail, and restaurant uses are located within and adjacent to the USC main campus north of Exposition Park. Furthermore, similar to the Original Stadium Project, the Modified Project would not adversely alter the neighborhood or community through ongoing disruption, division, or isolation since the Project Site has historically been developed as a major sports, entertainment, and cultural venue since the late 1950s, a function that would be continued and expanded upon under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.F, Land Use and Planning, of the Certified EIR), impacts with respect to land use compatibility during operation would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use compatibility, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

K. Mineral Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to mineral resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to mineral resources could occur if a project were to result in the loss of availability of a mineral resource or a mineral resource recovery site. The eastern portion of the Project Site is located within a

Mineral Resource Zone (MRZ) designated by the State Geologist.[67] This area, designated as MRZ-2, corresponds with the current and ancestral Los Angeles River basin, which yields the potential for sand and gravel extraction but has been largely redeveloped with existing land uses.[68] Notwithstanding its location within an MRZ, no mineral extraction operations currently occur on the Project Site or within the Project vicinity. Additionally, the Project Site does not overlie any oil fields or contain any oil wells.[69] The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean excavation would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. In addition, surface grading would be required to install the building pads for the proposed Ancillary Uses. However, no mineral extraction operations have occurred or currently occur within the Project Site, or are proposed under the Modified Project. In addition, such operations would not be consistent with the existing and planned use of the Project Site within Exposition Park, which is a regional destination for sports, entertainment, cultural, social, and civic events in the urban core of Los Angeles. Thus, the Modified Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to mineral resources would occur under the Modified Project. No mitigation measures are required. Accordingly, the Modified Project would not result in any new significant impacts with respect to mineral resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

L. Noise

The following analysis of potential noise impacts is based on the analysis provided in Section IV.G, Noise, of the Certified EIR, and on the Noise Study prepared for the Modified Project by Acoustical Engineering Services (AES), dated August, 2015, which is included in Appendix O of this Addendum. The Noise Study evaluates the noise sources associated with the Modified Project and determines whether the Modified Project would result in new significant noise impacts not previously identified in the Certified EIR.

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[67] *California Division of Mines and Geology, Mineral Land Classification Map, Hollywood Quadrangle, June 1, 1982.*

[68] *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, State Clearinghouse No. 94071030, January 19, 1995, p. 2.17-4.*

[69] *Los Angeles Department of Public Works, Navigate LA, http://navigatela.lacity.org/navigatela/, accessed May 29, 2015.*

The Certified EIR for the Original Stadium Project concluded that impacts with respect to construction noise would be significant and unavoidable even with implementation of mitigation (refer to Section IV.G, Noise, of the Certified EIR). With regard to operational noise, the Certified EIR determined that noise associated with stadium events would be significant and unavoidable and that no feasible mitigation would reduce impacts below the applicable thresholds of significance, and that noise associated with traffic and parking lots would be less than significant.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR indicated that the Project would have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, the analysis in the Certified EIR used the Federal Railroad Administration's vibration impact threshold where an impact is considered significant if groundborne vibration from project construction activities exceeds 80 VdB at residences and buildings where people normally sleep.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR also indicated that the Original Stadium Project would have a significant impact on noise levels from Original Stadium Project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level would be at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more was considered by the Certified EIR to cause a significant operational noise impact. The CNEL thresholds are generally used to evaluate noise impacts with respect to the off-site traffic noise, as the City of Los Angeles Noise Regulation (Chapter XI of the Los Angeles Municipal Code) does not apply to vehicles traveling on public roadways. In addition to the CNEL threshold, consistent with the City's Noise Regulation, the analysis of the Modified Project's potential

noise impacts uses an increase of 5 dBA measured in hourly L_{eq} as a threshold of significance to evaluate potential operational noise impacts at off-site sensitive receptors.

(a) Noise and Vibration Background

The Project Site is located in a highly urbanized environment. Primary noise sources in the vicinity include events at the Coliseum and the existing Sports Arena, traffic on the elevated Harbor Freeway (Interstate 110) located to the east of the Project Site, traffic on adjacent surface streets and the Exposition Light Metro Light Rail along Exposition Boulevard, which was planned but not yet operational at the time the Certified EIR was prepared. The passive recreational open spaces and outdoor play areas of the Exposition Park educational and museum facilities are also sources of noise in the vicinity of the Project Site.

To establish baseline noise conditions within the vicinity of the Project Site, existing daytime noise levels were documented in the Certified EIR by taking noise measurements at four locations during a non-event weekday. The monitoring locations are illustrated in Figure IV.G-1 on page IV.G-7 of the Certified EIR. The Project vicinity has not changed substantially since preparation of the Certified EIR. As such, the ambient noise levels in the immediate vicinity of the Project Site would be substantially similar to those recorded at the time of the Certified EIR was completed. Additional ambient noise measurements were conducted on May 28, 2015 for Receptor Location 3 (representing the land uses east of the Project Site across Figueroa Street), which confirmed that there are have been no substantial changes in the ambient noise levels identified in the Certified EIR (refer to the Noise Study in Appendix O of this Addendum). Therefore, the baseline ambient noise levels from the Certified EIR are used for the Modified Project noise analysis. Table 11 on page 122 provides the measured ambient noise levels at the receptor locations. As indicated therein, noise levels within the Project Site vicinity range from 57.9 dBA at the northern boundary of the Project Site (Receptor Location 2) to up to 76.3 dBA south of the Project Site along Martin Luther King, Jr. Boulevard (Receptor Location 4).

The noise-sensitive receptors within the vicinity of the Project Site include residential uses located east of Figueroa Street (which are accessed from S. Flower Drive), and residential uses located south of Martin Luther King, Jr. Boulevard between Figueroa Street and Menlo Avenue. Noise-sensitive uses in Exposition Park also include museums and the educational facilities. To provide a conservative analysis of construction noise impacts, the open space areas in Exposition Park west and north of the Sports Arena (Receptor Locations 1 and 2, respectively) were considered noise-sensitive uses. As the area within Exposition Park to the north of the Sports Arena (i.e., open space area within Christmas Tree Lane) currently includes outdoor events and gatherings, it is not considered sensitive to noise from the Modified Project's operational outdoor events and gatherings.

Table 11
Existing Ambient Noise Levels

Receptor Location[a]	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
1[a]	Near Southwest corner of Project Site (representing the Ralph M. Parsons Pre-School located within the Expo-Center)	60.4
2[b]	Northern-central boundary of Project Site (representing the open space area north of the Sports Arena)	57.9
3[c]	Residential uses east of Figueroa Street (which are accessed from S. Flower Drive), east of Project Site	67.4
4	Residential use on Martin Luther King, Jr. Boulevard (west of Figueroa Street), south of Project Site	76.3

[a] *The four receptor locations are the same as those set forth in the Certified EIR. Note that the Certified EIR inadvertently switched the order of Receptor Locations 1 and 2 in the construction noise analysis provided in Table IV.G-6 on page IV.G-12.*

[b] *Receptor Location 2 at the Northern-central boundary of the site is evaluated for the construction noise impact analysis only as this location is regularly used for events and gatherings and is thus, not a noise-sensitive receptor relative to outdoor events and gatherings within the Project Site.*

[c] *Tables IV.G-6 and IV.G-8 of the Certified EIR described the land uses represented by Receptor Location 3 as residential uses located on the east side of Figueroa Street because they are visible from Figueroa Street. However, these residential uses are located on S. Flower Drive (east of Figueroa Street).*

Source: Los Angeles Memorial Sports Arena Redevelopment Project, Draft Environmental Impact Report, November 2010.

With regard to existing groundborne vibration, the typical sources of groundborne vibration in the vicinity of the Project Site are roadway truck traffic and buses. These vehicles typically generate groundborne vibration velocity levels of approximately 63 vibration decibels (VdB), with levels reaching 72 VdB where the vehicles pass over bumps in the road.

(b) Construction Noise and Vibration Impacts

(i) On-Site Construction Activities

As set forth in the Certified EIR, construction of the Original Stadium Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the Project Site; and delivery and hauling of construction supplies and debris to and from the Project Site. As set forth in the Certified EIR, under the Original Stadium Project, off-site construction noise levels would

range from 67.9 dBA L_{eq} near the southwest corner of the Project Site to 83.1 dBA L_{eq} at the northern boundary of the Project Site. When compared with the existing ambient noise environment, construction activities associated with the Original Stadium Project would result in a temporary or periodic increase in noise levels at the off-site noise sensitive receptor locations near the southwestern corner of the Project Site (Receptor Location 1) and near the northern boundary of the Project Site (Receptor Location 2). While Mitigation Measures MM G-1 through MM G-4 would reduce the impacts to the maximum extent feasible, such impacts would remain significant and unavoidable.

It is anticipated that the types of construction equipment that would be used for construction of the Modified Project would be similar to those used for the Original Stadium Project. A detailed construction noise model was created in the Noise Study included in Appendix O of this Addendum to calculate the construction-period noise levels at the off-site sensitive receptors, using the construction equipment reference noise levels provided by the Federal Highway Administration (FHWA).[70] The average (hourly L_{eq}) noise level associated with each construction phase is calculated based on the anticipated quantity and type of equipment that would be used during each construction phase. Table 12 on page 124 provides the estimated construction noise levels for various construction phases at the Project Site's off-site noise-sensitive receptors. To represent the maximum construction noise levels at the off-site sensitive receptors, all construction equipment was assumed by the Noise Study to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. As indicated in Table 12, the estimated construction-related noise would exceed the significance threshold (existing ambient plus 5 dBA) at the noise-sensitive uses located near the southwest corner of the Project Site (Receptor Location 1) and at the northern boundary of the Project Site (Receptor Location 2), similar to the Original Stadium Project. Mitigation Measures G-1 through G-4 set forth in the Certified EIR would reduce these impacts to the maximum extent feasible. However, as with the Original Stadium Project, such impacts would continue to be significant and unavoidable.

(c) Off-Site Construction Noise

As set forth in the Certified EIR, the projected haul route that would be used by haul and delivery trucks for the Original Stadium Project was anticipated to be east/west bound on Martin Luther King, Jr. Boulevard to/from the Project Site utilizing the Interstate 110 (I-110) Freeway. In addition, a secondary haul truck route for the Modified Project may use Figueroa Street to Martin Luther King, Jr. Boulevard and then to the I-110 Freeway. The Certified EIR concluded that the noise levels generated by construction trucks would be

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[70] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 12
Estimated Project Construction Noise Levels

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels by Phases, dBA L_{eq}					Significance Threshold[a] dBA L_{eq}
		Abatement/ Soft Demolition	Structure Demolition	Grading	Building Construction	Site Finishes	
1—Near Southwest Corner of Project Site	400	60.0	69.0	70.6	67.6	66.1	65.4
2—Near Northern-central Boundary of Project Site	50	78.0	82.7	84.5	82.6	82.7	62.9
3—Residential uses East of Figueroa Street	250[b]	64.1	70.2	72.1	69.7	70.8	72.4
4—Residential uses on Martin Luther King, Jr. Boulevard	325[c]	61.8	69.8	71.8	68.3	75.4	81.3

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

[b] *Construction activities for most of the construction phases would be a minimum 250 feet from Receptor Location 3. However construction for the site finishing phase would occur within approximately 215 feet from Receptor Location 3. This distance was accounted for in the data within this table.*

[c] *Construction for the site finishing phase would occur within approximately 115 feet from Receptor Location 4. This distance was accounted for in the data within this table.*

Source: AES, 2015.

substantially similar to the existing noise levels generated by other buses, trucks, and automobiles along the haul route and as such, determined that off-site construction noise impacts would be less than significant.

As discussed in detail in the Noise Study, to present a worst-case scenario for the Modified Project, the off-site construction noise analysis is based on the construction phase with the maximum number of construction trucks. Based on an 11-hour work day and even distribution of haul trucks, there would be approximately 36 haul truck trips and 35 worker trips (based on the A.M. peak hour). The estimated noise level from Project construction-related truck and worker traffic would be 67.6 dBA L_{eq} at the residential uses along Martin Luther King, Jr. Boulevard (between the Project Site and the I-110 freeway) and 60.7 dBA at the residential uses east of Figueroa Boulevard. These noise levels would be below existing ambient noise levels for both the projected haul route and the secondary haul route. Therefore, similar to the Original Stadium Project, noise impacts associated with off-site construction under the Modified Project would be less than significant. No mitigation measures are required.

(d) Construction Vibration

As set forth in the Certified EIR, vibration levels associated with construction of the Original Stadium Project could reach as high as approximately 87 VdB within 25 feet of the Project Site from the operation of construction equipment. The nearest sensitive uses would not experience construction related vibration levels above 78.1 VdB. Consequently, the vibration level that would be experienced by these uses would not exceed the Federal Transit Administration's (FTA) vibration impact thresholds, and construction vibration impacts would be considered less than significant.

The vibration analysis for the Modified Project provided in this Addendum conservatively used the closest distance to construction activity and the construction phase with the equipment mix that would result in the greatest potential vibration. Under the Modified Project, the closest receptor to construction activities would continue to be Receptor Location 2 north of the Project Site. Based on an approximate distance of 50 feet, the construction-related vibration level at this location would be approximately 78 VdB, similar to the Original Stadium Project. This vibration level is less than the FTA's vibration impact threshold. Therefore, ground-borne vibration impacts associated with Modified Project construction would also be less than significant, consistent with the analysis of the Original Stadium Project. No mitigation measures are required.

(e) Operational Noise

(i) Stadium Use

Operational noise sources contemplated and evaluated under the Certified EIR included crowd noise (particularly yells and cheers at high attendance events), a public address system (amplified public announcements and/or play-by-play announcements), amplified concert music, traffic-related noise, and helicopters and other aircraft covering the events. As set forth in the Certified EIR, the noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. However, noise levels generated during concert and related events that would involve the use of amplified music and announcements would be increased compared to existing conditions and could have the potential to adversely impact neighboring uses to the east and south of the Project Site. Accordingly, the Certified EIR determined that concert noise would exceed ambient conditions by five decibels at adjacent residential adjacent areas during off-peak traffic times when ambient noise levels in surrounding communities are lower. Therefore, operational noise impacts from stadium events were determined to be significant. The Certified EIR concluded that no feasible mitigation has been identified to reduce the noise level below the applicable significance threshold, and therefore that impacts from stadium events would be significant and unavoidable.

Under the Modified Project, noise impacts associated with the stadium use including MLS soccer games, concerts, and community events would be similar to those analyzed in the Certified EIR for the Original Stadium Project. Thus, noise associated with the stadium use, including crowd noise including yelling and cheering at high attendance events and the public address system, would also exceed the ambient levels at the off-site sensitive uses by 5 dBA or more. Therefore, as with the Original Stadium Project, impacts associated with stadium operations under the Modified Project (i.e. related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would also be significant. No feasible mitigation measures have been identified to reduce the noise level below the applicable significance threshold, and therefore impacts would remain significant and unavoidable.

While not specifically discussed in the Certified EIR for the Original Stadium Project, during existing events held at the Sports Arena, crowds gather in the parking areas and outdoor spaces immediately surrounding the Sports Arena before or after an event when entering and exiting the stadium. The Modified Project's use of outdoor spaces is anticipated to be similar to the existing conditions on an event day. As part of the Noise Study, an analysis was conducted of use of the Modified Project's outdoor spaces including the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art), and the outdoor spaces along the northern and eastern side of the Project Site with people gathering and talking before or after an event. The Noise Study estimated that up to 22,000 people could gather within these outdoor spaces, which is the maximum capacity of the Modified Project stadium. As discussed in Section IIII.C, Modified Project Description, above, and pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, 22,000 represents a maximum number of people who could gather within the outdoor spaces at the Project Site on an event day. While a total of 22,000 people were analyzed, this represents a conservative worst-case analysis because all game/event patrons are not anticipated to utilize the outdoor spaces at once.

Reference noise levels of 75 dBA and 71 dBA (L_{eq} at a distance of 3.3 feet) for a male and a female speaking in a loud voice, respectively, were used for analyzing noise from the use of these outdoor areas surrounding the Modified Project.[71] In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. Table 3 of the

[71] *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Noise Study presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors. As indicated in the Table 3 of the Noise Study, the estimated noise levels at the off-site sensitive uses would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces during an event day would be less than significant and no mitigation measures would be required.

Use of Project Site During Non-Event Days

The Modified Project includes approximately 105,900 square feet of Ancillary Use floor area, including office and conference facility space, a "World Football" museum, a team store and other retail space, and restaurants (including outdoor dining). Most of the Ancillary Uses would be centered around the stadium's main entry plaza at the northwest corner of the Project Site (Northwest Plaza), which would also contain outdoor seating and gathering space, and thus would be shielded from the off-site residential uses to the east and south of the Project Site. In addition, the Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage.

Noise sources at the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art) and the outdoor spaces along the northern and eastern side of the Project Site would include people gathering and talking and the use of an outdoor amplified sound system. Use of the outdoor areas could occur seven days a week with potential hours of operation until 2:00 A.M. For an event day an analysis was conducted of 22,000 people gathering in these outdoor spaces. To provide a conservative analysis, the analysis of a non-event day added the use of an outdoor amplified sound system to the analysis of people gathering in the outdoor spaces on an event day. Consistent with the event day analysis, it was estimated that up to 22,000 people could gather at the outdoor spaces, which is substantially higher than the number of people anticipated on the Project Site on non-event days. The same assumptions regarding reference noise levels and persons talking that were used in the event day outdoor gathering noise analysis above were used for the non-event day. In addition, in accordance with Project Design Feature L-1, the amplified program sound system would be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively. Table 13 on page 128 presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors with the amplified program sound system described above. As indicated in Table 13, the

Table 13
Noise Levels from Outdoor Areas During Non-Event Day

Receptor Location[a]	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from Outdoor Uses dBA L_{eq}	Ambient Plus Outdoor Uses Noise Levels, dBA L_{eq}	Significance Threshold,[b] dBA L_{eq}
1—Near Southwest Corner of Project Site	60.4	62.9	64.9	65.4
3—Residential Uses East of Figueroa Street	67.4	69.7	71.7	72.4
4—Residential uses South of Martin Luther King, Jr. Boulevard	76.3	63.8	76.5	81.3

[a] *Receptor Location 2 to the north of the Project Site is not a sensitive receptor relative to operations as this receptor currently includes outdoor events and gatherings.*

[b] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

Source: AES, 2015.

estimated noise levels at the off-site sensitive uses on non-event days would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces on non-event days, along with an amplified program sound system complying with Project Design Feature L-1, would be less than significant and no mitigation measures would be required.

VIP Parking Lot

As set forth in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the existing Sports Arena. Combined with the Coliseum, the Project Site currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people (or motor vehicles) for individual events at the Sports Arena. Accordingly, parking related noise would not be increased as a result of the Original Stadium Project as compared to existing conditions. Thus, parking-related noise impacts under the Certified EIR were concluded to be less than significant.

Under the Modified Project, the existing VIP parking lot west of the stadium would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter

fence and gates and accessed from South Coliseum Drive, similar to existing conditions. The proposed VIP parking lot would be similar to that set forth under the Original Stadium Project, and for the reasons described above and in the Certified EIR, would result in less than significant noise impacts. No mitigation measures are required.

Loading Dock Activities

While not specifically evaluated in the Certified EIR for the Original Stadium Project, noise associated with the loading dock activities would not increase the ambient noise levels at the off-site noise sensitive uses due to the sound attenuation provided by the relatively long distances and intervening structures between the sensitive off-site uses and the loading dock. As such impacts associated with use of the loading dock under the Original Stadium Project would be less than significant. The Modified Project could include both above-grade and below-grade loading docks, which would be located within the northwest portion of the Project Site along the southern and western perimeters of the Ancillary Uses, respectively. The nearest residences to the south and to the east would be at least approximately 615 feet and 900 feet, respectively, from the above-grade loading dock (which has the greater potential to generate noise that could be heard at nearby sensitive receptors). As stated in the Noise Study, noise levels would be approximately 65 dBA L_{eq} at a distance of 100 feet, based on measured noise levels from other loading dock facilities. Based on this reference noise level, distance attenuation, and intervening structures, loading dock noise levels at Receptor Location 4 (to the south) and Receptor Location 3 (to the east) would be approximately 39 dBA L_{eq} and 36 dBA, respectively, which would be well below the measured ambient noise levels. Furthermore, the above-grade loading dock would be shielded from the off-site sensitive receptors to the east (Receptor Location 3) by the new stadium structure and the off-site sensitive receptors to the south (Receptor Location 4) by part of the Ancillary Uses structure. Additionally, the majority of the loading activities would occur at the below-grade loading docks. Therefore, noise impacts associated with loading dock operations under the Modified Project would be less than significant and no mitigation measures would be required.

(e) Off-Site Traffic

As discussed above and in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the Project Site in the existing Sports Arena. Accordingly, the number of vehicles and vehicular-related noise would not be increased as a result of the Original Stadium Project. Thus, traffic noise impacts evaluated the Certified EIR were concluded to be less than significant.

As set forth in the Modified Project Transportation Report included as Appendix P-1 of this Addendum, similar to the Original Stadium Project, the Modified Project would not generate substantial additional traffic on an event day. Therefore, as with the Original

Stadium Project, noise impacts from off-site traffic on event days would be less than significant under the Modified Project.[72] However, the proposed Ancillary Uses do not currently exist on the Project Site and were not included as part of the Original Stadium Project. Therefore, noise impacts associated with the off-site traffic generated from the Ancillary Uses on a non-event day have been analyzed based on the traffic volumes provided in the Modified Project Transportation Report. As provided in the Modified Project Transportation Report, the Ancillary Uses are estimated to generate approximately 2,615 daily trips on a non-event day. As such, Modified Project-related traffic would increase the existing traffic volumes along the roadway segments in the vicinity of the Project Site when compared with "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum). This increase in roadway traffic was analyzed to determine if any traffic-related noise impacts would result from the Ancillary Uses.

Twenty (20) roadway segments were selected to evaluate potential traffic noise impacts. These segments were selected based on proximity to noise-sensitive uses along the roadway segments and potential increases in traffic volumes from the Modified Project. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Modified Project Transportation Report. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly L_{eq} levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.). To determine the Modified Project-related noise impacts, the roadway noise conditions under "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum) were calculated and compared to noise levels that would occur with implementation of "Future (2018) Plus Project" conditions set forth in the Modified Project Transportation Report.

Table 5 of the Noise Study provides the calculated off-site roadway noise levels in the vicinity of the Project Site for the Future (2018) Without Project and Future (2018) Plus Project conditions. The calculated CNEL levels are applicable to the front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. As shown in Table 5, traffic from the Ancillary Uses would result in a maximum increase of up to 0.1 dBA (CNEL) at some of the roadway segments. The 0.1-dBA

[72] *As discussed in Section III.C, Modified Project Description, above, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, the traffic associated with an event day would be substantially similar to that of the Original Stadium Project.*

increase in traffic noise levels is considered negligible and would be well below the 3-dBA significance threshold (applicable when noise level falls within the normally unacceptable category; i.e., 70 CNEL or greater at noise-sensitive uses). Therefore, off-site traffic noise impacts associated with the Ancillary Uses would be less than significant. Thus, similar to the Original Stadium Project, noise impacts associated with off-site roadways under the Modified Project would be less than significant. No mitigation measures are required.

The Modified Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from Existing conditions to Future Plus Project conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Modified Project. The calculated traffic noise levels under Existing and Future Plus Project conditions are presented in Table 6 of the Noise Study. As shown therein, cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Figueroa Street (north of Exposition Avenue). The estimated cumulative noise increase would be below the 3-dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Modified Project, future growth, and related projects would be less than significant. No mitigation measures are required.

(f) Conclusion

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.G, Noise, of the Certified EIR), impacts with respect to construction noise and operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project. In addition, as set forth above, impacts associated with the outdoor uses on a non-event day, including use of the Northwest Plaza and the Figueroa Street frontage, and traffic and parking noise would be less than significant under the Modified Project. Therefore, the Modified Project would not result in any new significant impacts with respect to noise, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(g) Mitigation Measures

The Certified EIR included code required measures and mitigation measures to mitigate the Original Stadium Project's noise impacts to the extent feasible. These code required measures and mitigation measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), with the revisions indicated below to reflect

the design characteristics of the Modified Project. It should be noted that the exterior construction hour restrictions established for the Original Stadium Project by code required measure CR G-2 in the Certified EIR, which would also apply to the Modified Project, are more restrictive than the construction hour noise regulations currently set forth in Section 41.40 of the LAMC, which prohibit construction activities before 7:00 A.M. and after 9:00 P.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or on a national holiday, and at any time on Sunday.

(i) Code Required Measures

CR G-1: The Applicant shall comply with the ~~City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances~~ LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited ~~be restricted~~ to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

(ii) Project Design Features

PDF L-1: During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively.

(iii) Project-Specific Mitigation Measures

MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.

- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.
- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

MM G-2: The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.

MM G-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.

MM G-4: The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.

M. Population, Housing, and Employment

The Certified EIR for the Original Stadium Project concluded that impacts with respect to population, housing, and employment would be less than significant under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to population, housing, and employment could occur if a project were to displace existing housing or residents, or induce substantial population growth (either directly or indirectly). As stated in the Certified EIR, there are no residential uses on the Project Site, and the Original Stadium Project did not propose residential uses. Therefore, the Original Stadium Project would not have displaced existing housing or provided additional housing capacity. Similarly, the Modified Project would neither displace residential uses, nor provide additional housing capacity. Rather, the Modified Project involves the development of the Original Stadium Project with certain modifications that include additional Ancillary Uses that are all commercial land uses that would complement the proposed stadium.

As described in the Certified EIR, construction of the Original Stadium Project would result in an increase in employment opportunities and related demand for housing. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, due to the temporary nature of construction employment opportunities, the Certified EIR stated that it is unlikely that construction workers would relocate their households as a consequence of construction employment associated with the Original Stadium Project; therefore, no new permanent residents would be generated as result of the construction of the Original Stadium Project. This conclusion would not change under the Modified Project. While the Modified Project proposes the construction of up to approximately 105,900 square feet of floor area for the Ancillary Uses in addition to the proposed stadium, the amount of additional construction work involved would not require substantial numbers of additional construction workers. In total, approximately 1,200 construction workers are projected for construction of the Modified Project.[73] In May 2015, there were approximately 119,600

[73] *Based on information provided by the Project Applicant.*

workers employed in the construction industry in Los Angeles County.[74] Therefore, the Modified Project's projected construction workforce could be accommodated by the existing regional supply of construction workers.

With respect to employees generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in employment levels at the Project Site because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site. Therefore, the Certified EIR concluded that any additional employment opportunities created by the Original Stadium Project would not result in a significant indirect impact on housing supply or demand in the Project area. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, employment impacts with respect to the stadium operations of the Modified Project would not change. However, additional employees beyond those anticipated in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Specifically, as shown in Table 14 on page 136, conservatively assuming that all employees associated with the Ancillary Uses would be new to the Project Site and the Project vicinity, the Modified Project's 105,900 square feet of Ancillary Uses would generate as many as 282 employees on-site, based on employee generation rates for non-residential land uses promulgated by the Los Angeles Unified School District (LAUSD).[75]

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG's 2012–2035 RTP/SCS provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012–2035 RTP/SCS reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion. According to the 2012–2035 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2015 is approximately 1,809,341 employees. In 2018, the projected build-out year of the Modified Project, the City of Los Angeles Subregion is anticipated to have approximately

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[74] *State of California, Employment Development Department, Employment By Industry Data, Los Angeles County (Los Angeles-Long Beach-Glendale MD), May 2015, www.calmis.ca.gov/file/lfmonth/la$pds.pdf, accessed June 30, 2015.*

[75] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11.*

Table 14
Additional Employees Potentially Generated by the Modified Project

Land Use	Size (sf)	Employee Generation Factor (employees/sf)	Employees Generated
Conference Facilities	9,000	0.00271	24
Office	21,250	0.00479	102
Museum	36,000	0.00135	49
Team Store and Other Retail	27,750	0.00271	75
Restaurant	11,900	0.00271	32
Total			**282**

sf = square feet

Source: Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Conservatively based on employee generation rates for "Neighborhood Shopping Center" uses (0.00271 employees per average square foot),"Standard Commercial Office" uses (0.00479 employees per average square foot), and "Industrial Park" uses (0.00135 employees per average square foot).

1,840,552 employees.[76] Thus, the 282 estimated on-site employees for the Modified Project's Ancillary Uses would constitute approximately 0.9 percent of the employment growth forecasted for the Subregion between 2015 and 2018. In July 2015, the unadjusted unemployment rate for the County of Los Angeles was 7.5 percent.[77] The California seasonally adjusted unemployment rate was 6.2 percent in July 2015, 6.3 percent in June 2015, and 7.4 percent in July 2014. Thus, the additional part-time and full-time jobs created by the Modified Project would be considered a beneficial economic impact for the region, and the, additional employees generated by the Modified Project would fall within SCAG's employment projections for the Subregion. Furthermore, the estimated number of new employees would not be anticipated to induce substantial indirect population or housing growth in the Project area, as it is anticipated that the majority of Modified Project employees would come from the existing local labor pool and would not relocate as a result of working at the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to population, housing, and employment would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to population, housing, and employment,

[76] *Based on a linear interpolation of 2015–2020 data.*

[77] *State of California, Employment Development Department, Labor Market Information Division, August 21, 2015.*

and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

N. Public Services

(a) Fire Protection

Potential impacts to fire protection services during construction were not assessed in detail in the Certified EIR. Significant impacts to fire protection services could occur if construction of a project were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Construction activities have the potential to result in accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. However, in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements, Modified Project construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site during Modified Project construction. Furthermore, construction of the Modified Project would occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous waste. Thus, compliance with applicable regulatory requirements would effectively reduce the potential for construction activities under the Modified Project to expose people to the risk of fire or explosion related to hazardous materials. With the implementation of these regulatory requirements, the Modified Project's potential impacts with respect to fire services during construction would be less than significant. No mitigation measures are required.

The Certified EIR for the Original Stadium Project concluded that potential operational impacts related to fire protection service would be mitigated to a less-than-significant level under the Original Stadium Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.H-4 of the Certified EIR. As discussed in the Certified EIR, the Los Angeles Fire Department (LAFD) provides fire protection services to the Project Site. The LAFD focuses on the following metrics in assessing a project's potential demands on fire protection and emergency medical services: current equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Each of these topics is addressed below in the context of both the Original Stadium Project and the Modified Project to determine whether substantial changes have occurred since preparation of the Certified EIR.

As stated in the Certified EIR, three fire stations provide initial response to the Project Site, including Fire Station No. 46, located at 4370 S. Hoover Street, approximately 0.8 mile from the Project Site; Fire Station No. 15, located at 915 W. Jefferson Boulevard, approximately 0.9 mile from the Project Site; and Fire Station No. 14, located at 3401 S. Central Avenue, approximately 1.6 miles from the Project Site. These three stations continue to serve the Project Site and would be the first response stations under the Modified Project. At the time the Certified EIR was prepared, Fire Station No. 46 was equipped with an engine and two rescue ambulances. Fire Station No. 15 was equipped with an engine, an assessment light force,[78] and a paramedic ambulance. Fire Station No. 14 was equipped with a task force station,[79] engine and truck companies, and paramedic ambulances. Based on current data from the LAFD,[80] the equipment inventory at Fire Station No. 46 has been augmented to include a basic life support (BLS) rescue ambulance and an EMS battalion captain (in addition to the equipment listed above); the equipment inventory at Fire Station No. 15 has not changed; and the equipment inventory at Fire Station No. 14 has been restructured to include a paramedic rescue ambulance, a BLS rescue ambulance, and an assessment engine. Therefore, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR.

Fire protection service to the Project Site was considered to be adequate at the time the Certified EIR was prepared, based on a comparison of existing service levels to Citywide response standards. Based on the most recent data available from the LAFD,[81] the average response time for emergency medical services (EMS) was 4 minutes and 4 seconds for Fire Station No. 46, 3 minutes and 35 seconds for Fire Station No. 15, and 3 minutes and 8 seconds for Fire Station No. 14. The Citywide average response time for EMS is 4 minutes and 9 seconds;[82] therefore, each station that serves the Project Site is currently achieving a response time that is less than the Citywide average, indicating that these stations continue to provide adequate service to the Project Site area. Furthermore, the response time for each station currently meets the national standard (i.e., nine minutes

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[78] *A "light force" includes a truck company with a single engine. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[79] *A "task force" includes a truck company with two engines. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[80] *Los Angeles Fire Department, Fire Station Directory, March 2014.*

[81] *Los Angeles Fire Department, FireStat LA, Fire Station Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_Stations.pdf, accessed June 2, 2015.*

[82] *Los Angeles Fire Department, FireStat LA, City-wide Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_CityWide.pdf, accessed June 5, 2015.*

for urban areas).[83] It should also be noted that since preparation of the Certified EIR, the LAFD has been reorganized into four geographic bureaus in an effort to reduce response times and improve performance.[84]

Fire flow requirements, as determined by the LAFD, vary by site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in Section 57.507.3.1 of the LAMC, fire flow requirements vary from 2,000 gallons per minute (gpm) in low density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) to remain in the water system. As stated in the Certified EIR, the LAFD-required fire flow for the Original Stadium Project is 6,000 gallons per minute (gpm) from four fire hydrants flowing simultaneously, which corresponds with the LAMC-required fire flow for industrial and commercial land uses. Based on information in the Certified EIR, a fire hydrant is located directly north of the Sports Arena on the west side of Figueroa Street and is connected to a 16-inch water main. In addition, two fire hydrants are located at the intersection of Martin Luther King, Jr. Boulevard and Figueroa Street, one on the southeast corner (connected to a 12-inch water main) and one on the southwest corner (connected to an 8-inch water main). The Certified EIR determined that, based on infrastructure present at the time, improvements to water system in the area could be necessary to meet the fire flow requirement of 6,000 gpm, and such improvements would be the responsibility of the developer. The Modified Project proposes the construction of a 22,000-seat MLS stadium, similar to the Original Stadium Project, in addition to approximately 105,900 square feet of commercial facility floor area (i.e., the Ancillary Uses). Thus, like the Original Stadium Project, the Modified Project would include exclusively commercial land uses. Based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. The Modified Project would also implement Mitigation Measures H.1-2 through H.1-3 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR) which include requirements for the

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[83] *National Fire Protection Association (NFPA), NFPA 1720, www.nfpa.org/codes-and-standards/standards-development-process/safer-act-grant/nfpa-1720, accessed June 5, 2015.*

[84] *Los Angeles Fire Department, LAFD Implements New Bureau Command Structure, January 12, 2015, http://lafd.org/news/lafd-implements-new-bureau-command-structure, accessed June 12, 2015.*

provision of fire hydrants (see the MMP for the Modified Project included in Appendix A of this Addendum).

As discussed in the Certified EIR, emergency access to the Project Site is currently provided via public roadways located directly adjacent to the Project Site, including primary access from Martin Luther King, Jr. Boulevard to the south and Figueroa Street to the east. The Modified Project does not propose reconfiguration of any existing roadways within Exposition Park or in the surrounding area, and therefore emergency access to the Project Site would remain the same for the Modified Project. Additionally, the Modified Project would implement Mitigation Measures H.1-4 through H.1-11 in the Certified EIR to ensure that adequate access is provided to the Project Site (see the MMP for the Modified Project included in Appendix A of this Addendum). As stated in the Certified EIR, the three fire stations serving the Project Site have established response plans for the Sports Arena, and it is anticipated that these response plans would be carried over to the Modified Project along with any needed modifications. Pursuant to Section 57.507.3.3 of the LAMC, commercial and industrial land uses with a required fire flow of 6,000 to 9,000 gpm should be within one mile of an engine company and 1.5 mile of a truck company. If these response distances are exceeded, automatic sprinkler systems are required. Based on the information above, fire and emergency medical services for the Modified Project are available within acceptable response distances. Additionally, as stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Furthermore, as discussed below, the Modified Project would implement Mitigation Measure H.1-1 in the Certified EIR, which requires the installation of sprinkler systems (see the MMP for the Modified Project included in Appendix A of this Addendum).

As previously discussed, a project's potential demands on fire protection and emergency medical services are assessed based on current LAFD equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Based on the analysis above, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR. Each station is currently achieving a response time that is less than the Citywide average and in compliance with the national standard for urban areas. Like the Original Stadium Project, the fire flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for implementing any required improvements to the water system. Additionally, there would be no appreciable change to emergency access under the Modified Project. Furthermore, the Modified Project would be reviewed by the LAFD to ensure that it complies with applicable regulatory requirements related to fire protection and emergency medical services, including those contained within the LAMC, which

incorporates by reference California Building Code and Fire Code building construction standards as well as policies within the City of Los Angeles General Plan Safety Element. As stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Finally, the Modified Project would continue to implement Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR), which have been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR), operational impacts with respect to fire protection services would be less than significant under the Modified Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (as revised below), and no additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to fire services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to fire protection and emergency medical services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect amendments that were made to the City of Los Angeles Fire Code (Chapter V, Article 7 of the LAMC) after preparation of the Certified EIR pursuant to Ordinance No. 182,822 (effective January 10, 2014):

EIR Mitigation Measure MM H.1-1: Sprinkler systems ~~will~~ shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903~~09.07~~).

EIR Mitigation Measure MM H.1-2: All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2~~09.06, Subsection B-1~~).

EIR Mitigation Measure MM H.1-3: The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.

EIR Mitigation Measure MM H.1-4: Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4~~09.03, Subsection A~~).

EIR Mitigation Measure MM H.1-5: If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4~~09.03, Subsection B.~~)

EIR Mitigation Measure MM H.1-6: When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5~~09.03, Subsection C~~).

EIR Mitigation Measure MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.

EIR Mitigation Measure MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.

EIR Mitigation Measure MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.

EIR Mitigation Measure MM H.1-10: All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2~~09.05~~).

EIR Mitigation Measure MM H.1-11: Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

(b) Police Protection

The Certified EIR for the Original Stadium Project concluded that under the Original Stadium Project, potential impacts related to police protection service would be mitigated to a less-than-significant level with implementation of Mitigation Measures H.2-1 through H.2-3 in the Certified EIR (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR). The thresholds on which this analysis was based are stated on

pages IV.H-9–IV.H-10 of the Certified EIR. As discussed in the Certified EIR, the Project Site is served by the Los Angeles Police Department's (LAPD) Southwest Area Police Station located at 1546 W. Martin Luther King, Jr. Boulevard, approximately 1.2 miles west of the Project Site. At the time the Certified EIR was prepared, staff at the Southwest Area Police Station included 347 sworn officers and 26 civilian support staff that served a population of 191,041 (or approximately one officer per 551 residents). The staff at this police station currently consists of 352 sworn personnel and 32 civilian personnel serving a population of approximately 165,000 (or approximately one officer per 469 residents).[85] Thus, the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved since the preparation of the Certified EIR. Additionally, at the time the Certified EIR was prepared, the Southwest Area Police Station responded to 2,462 violent crimes and 6,038 property crimes annually. Based on current data from the LAPD, in 2014, the Southwest Area Police Station responded to 690 violent crimes and 2,128 property crimes.[86] Thus, crime levels in the Southwest Area Police Station service area have also decreased since the preparation of the Certified EIR.

As described in the Certified EIR, on-site construction activities could result in an increased demand for police protection services due to the potential for theft and vandalism at the Project Site. Thus, the Certified EIR includes Mitigation Measure H.2-1, which requires temporary fencing to properly secure the construction site. Given the similarity in construction duration and activities to the Original Stadium Project analyzed in the Certified EIR, the Modified Project would result in a similar demand for police protection services during construction. The Modified Project would also continue to implement Mitigation Measure H.2-1 as set forth in the Certified EIR, which has been incorporated into the MMP included in Appendix A of this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during construction would be less than significant under the Modified Project with implementation of Mitigation Measure H.2-1 in the Certified EIR. No additional mitigation measures are required.

Like the Original Stadium Project, the Modified Project would introduce crowds of up to 22,000 people during an event day, which could increase the number of calls requesting police responses due to burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. Under the Modified Project, maximum attendance on event days

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[85] *Los Angeles Police Department, About Southwest, www.lapdonline.org/southwest_community_police_station/content_basic_view/1639, accessed June 18, 2015.*

[86] *COMPSTAT, Southwest Area Profile, 05/10/15-06/06/15, http://assets.lapdonline.org/assets/pdf/sowprof.pdf, accessed June 18, 2015.*

would be the same as under the Original Stadium Project analyzed in the Certified EIR, since the Modified Project's proposed Ancillary Uses would only be open to ticket-holding patrons (refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on page 169 of this Addendum). Thus, the anticipated demand for police protection services on event days would be substantially similar to that of the Original Stadium Project. While the Modified Project would result in a greater demand for police protection services on non-event days due to the operation of the Ancillary Uses, this demand would be far less than the demand on event days, and therefore within the service capabilities of the LAPD. Furthermore, the Modified Project would continue to implement Mitigation Measures H.2-2 to H.2-3 from the Certified EIR (as revised below to reflect the Modified Project's design characteristics) to further reduce impacts related to police services and ensure that impacts would remain less than significant both on event days and on non-event days (see the MMP for the Modified Project included in Appendix A of this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during operation would be less than significant under the Modified Project with implementation of Mitigation Measures H.2-2 and H.2-3 in the Certified EIR (as revised below). No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to police protection services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to police protection services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure H.2-1: The ~~Project~~ Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

EIR Mitigation Measure H.2-2: Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity.

EIR Mitigation Measure H.2-3: The ~~Project~~ Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security

services and features to be provided in conjunction with the ~~Approved~~ Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force ~~for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services~~ that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and ~~alleys~~ walkways, parking ~~garages~~ lots, and stairwells.

ii. ~~The parking garage~~ The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security shall incorporate low level and directional lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

(c) Schools

Potential impacts to schools were not assessed in detail in the Certified EIR. Significant impacts to schools could occur if a project were to generate an amount of students that would exceed the capacity of the schools that serve the Project Site, thereby requiring the construction of new facilities, and/or modifications to the existing operational characteristics of the schools that serve the Project Site. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate new students that may attend LAUSD schools. However, the potential for actual student generation is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. Moreover, any increase in LAUSD enrollment that may occur under the Modified Project would be dispersed across many LAUSD schools, as school attendance is primarily a function of an employee's location of residence rather than

his or her place of work, and Modified Project employees are anticipated to live in many different areas within LAUSD's jurisdiction.

The Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. The LAUSD collects school developer fees at a rate of $0.47 per square foot of commercial construction, $1.57 per square foot of office construction, $1.31 per square foot of retail construction, and $0.09 per square foot of parking structure construction.[87] Payment of these fees is required prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to a less-than-significant level. As the payment of these fees is mandatory, through compliance with this regulatory requirement the Modified Project's potential impacts with regard to school facilities would be less than significant. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

With regard to potential impacts on schools during construction, as discussed in Section IV.C, Air Quality, on page 49 of this Addendum, impacts with respect to localized air quality during construction would be less than significant under the Modified Project, consistent the conclusions of the Certified EIR's analysis for the Original Stadium Project. As discussed in Section IV.L, Noise, on page 119 of this Addendum, the Certified EIR determined that the Original Stadium Project would result in significant construction-related noise impacts at Receptor Location 1, which is near the southwest corner of the Project Site and represents the Ralph M. Parsons Pre-School located within the Expo-Center. This impact would remain significant and unavoidable under the Modified Project, but would not substantially increase compared to levels analyzed in the Certified EIR. As discussed in Section IV.O, Traffic/Transportation/Parking, on page 149 of this Addendum, potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. Nonetheless, the analysis in Section IV.O, Traffic/Transportation/Parking, determined that construction-related traffic impacts under the Modified Project would be less than significant. Furthermore, the Modified Project would continue to implement EIR Mitigation Measure MM G-1 requiring the preparation and implementation of a Construction Management Plan, subject to LADOT approval, which would establish proposed haul routes and staging areas for the transportation of materials and equipment with consideration for sensitive uses in the neighborhood, including schools. Therefore,

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[87] *City of Los Angeles Department of Building and Safety, Building Permit Fee Estimate, http://netinfo.ladbs.org/feecalc.nsf/cef2203faf5fd7df8825779900644031?OpenForm, accessed June 17, 2015.*

construction of the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(d) Parks and Recreation

Potential impacts to parks and recreational facilities were not assessed in detail in the Certified EIR. Significant impacts to parks and recreational facilities could occur if a project were to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Parks within the City's boundaries are operated and maintained by the Los Angeles City Recreation and Parks Department. During construction of the Modified Project, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is potential for construction workers to spend their lunch breaks at the parks and recreational facilities located in proximity to the Project Site, particularly the open space areas within Exposition Park. However, any such use would be temporary and nominal and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Therefore, the Modified Project's potential impacts with respect to parks and recreational facilities would be less than significant during construction. No mitigation measures are required.

Since no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site during Modified Project operations. Thus, implementation of the Modified Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. The standards and goals imposed by the City's Public Recreation Plan with respect to parks and recreation relate specifically to residential users. While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate an increased demand for parks and recreation facilities, particularly the open space areas within Exposition Park adjacent to the Project Site, including recreational facilities within the Expo Center. However, this potential is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks in Exposition Park or at other nearby facilities, any such use would be for limited periods and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. The uses proposed under the Modified Project could result in increased usage of Exposition Park due to the patrons that would be drawn to the Project Site as compared to existing conditions, particularly since the Ancillary Uses would

be open on non-event days. However, it is anticipated that any potential increase in demand would be offset by the open space amenities that would be included as part of the Modified Project. Specifically, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas. Therefore, operation of the Modified Project would not result in a substantial adverse impact to parks and recreational facilities, and impacts would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to parks and recreational facilities, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(e) Other Public Facilities

Potential impacts to other public facilities (i.e., libraries) were not assessed in detail in the Certified EIR. Significant impacts to libraries could occur if a project were to create an increased demand for library facilities that could result in the need for new or physically altered facilities. Library services within the Project area are provided by the Los Angeles Public Library (LAPL). The LAPL assesses service capacity based on the residential population within a specified distance of City libraries. The closest library to the Project Site is the Exposition Park–Dr. Mary McLeod Bethune Regional Library located at 3900 S. Western Avenue, approximately 1.5 miles from the Project Site. The residential population of a library's service area is the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth. Because no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site. Thus, implementation of the Modified Project would not result in a direct increase in the number of residents within the service population of the Exposition Park–Dr. Mary McLeod Bethune Regional Library. As such, the Modified Project would not exceed the capacity of the local libraries to adequately serve the existing residential service population based on target service populations. In addition, it is unlikely that construction workers would utilize the libraries that serve the Project Site on their way to/from work or during their lunch hours. Rather, construction workers would likely utilize library facilities near their places of residence because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. While new employment at the Project Site would have the potential to generate an indirect demand for library services, this potential demand is anticipated to be limited because, as discussed above in Section IV.M,

Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks at nearby libraries or visit them after work, any such use would be for limited periods and would not be anticipated to create an increased demand for libraries that could result in the need for new or physically altered facilities. Furthermore, due to the periodic, largely event-driven nature of the uses proposed on-site, and the distance to the nearest library, it is unlikely that the demand for LAPL facilities would increase as a result of visitors and patrons generated by the Modified Project. Therefore, the Modified Project would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered LAPL facilities, and impacts would be less than significant. No mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect to other public facilities (i.e., libraries), and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

O. Traffic/Transportation/Parking

The following analysis of the Modified Project's potential impacts associated with traffic, transportation, and parking is based on the Draft Technical Memorandum, dated October 2010, to the Los Angeles Department of Transportation (LADOT) from Fehr & Peers Transportation Consultants, of the Proposed Redevelopment of the Los Angeles Memorial Sports Arena (see Appendix F to the Certified EIR); the Traffic, Transportation and Parking analysis provided in Section IV.J of the Certified EIR; the Los Angeles Football Club Stadium Project Draft Transportation Analysis Report (Modified Project Transportation Report) prepared by Fehr & Peers Transportation Consultants, dated August 2015; and the Parking Analysis for the Los Angeles Football Club Stadium Project (Modified Project Parking Analysis) prepared by Fehr & Peers Transportation Consultants, dated August 2015. The Modified Project Transportation Report is included in Appendix P-1 of this Addendum. LADOT reviewed and approved the Modified Project Transportation Report on August 10, 2015. A copy of LADOT's Assessment Letter is included as in Appendix P-2 of this Addendum. The Modified Project Parking Analysis is included in Appendix Q of this Addendum.

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible. Additionally, in the context of Appendix G of the CEQA Guidelines, the *L.A.*

CEQA Thresholds Guide includes specific factors to be considered with regard to impacts associated with transportation, including construction-related traffic.[88] Based on these factors, for the purposes of this analysis, construction of the Modified Project would have a significant impact on traffic and circulation if construction activities were to: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met.

(i) Proposed Construction Activities and Schedule

As discussed in Section III, Project Description, on page 4, construction of the Modified Project is expected to take a total of approximately 20.5 months to complete. Construction is anticipated to involve five key phases:

1. Abatement & Soft Demolition—Approximately 10 weeks, 48 truckloads per workday, 80 workers.
2. Structure Demolition—Approximately 14 weeks, 72 truckloads per workday, 40 workers.
3. Grading—Approximately 4 weeks, 200 truckloads per workday, 40 workers.
4. Building Construction—Approximately 14 months, peak of 25 truckloads per workday (peak of 50 ready-mix concrete truckloads per day during concrete structure operations), typically 150 workers, and peak of 275 workers.
5. Site Finishes—Approximately 2 months overlapping with the last several weeks of building construction, trucks and workers included in estimates for building construction phase.

As discussed in Section IV.L, Noise, on page 119, pursuant to Mitigation Measure CR G-2 in the Certified EIR, construction and demolition activities under the Modified Project would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, which is more restrictive than Section 41.40 of the LAMC, which restricts construction hours to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday and national holidays. Pursuant to Section 41.40 of the LAMC, construction activities are prohibited on Sundays. However,

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[88] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. L.8-2.*

construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners. Under the proposed Modified Project, the Applicant may seek approval from the Executive Director to extend the construction hours to permit interior construction activities outside of the hours provided in Mitigation Measure CR G-2. Refer to Section IV.L, Noise, on page 119, for additional discussion.

Peak hauling activity is anticipated to occur during the grading phase. Approximately 200 haul trucks are expected on peak days of activity. The hauling activity is likely to use double-belly dump haul trucks. For access to the I-110 freeway to/from both the south and the north, the primary anticipated truck route would be via Martin Luther King, Jr. Boulevard for inbound and outbound trucks. These trucks could adversely affect the adjacent roadway network since the major roadways anticipated to be used as a truck route for the Modified Project already experience congestion during peak traffic periods. Thus, a secondary route, expected to be used infrequently, would be Figueroa Street to Martin Luther King, Jr. Boulevard to the I-110 freeway. In addition to haul trucks, the Project Site is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required to lay foundation. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the Modified Project. These materials would be delivered to the Project Site and stored on-site. These deliveries are expected to occur in variety of vehicles, including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would also have to be delivered to the Project Site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

The Modified Project proposes to provide sufficient construction staging areas either on the Project Site itself or in the adjacent Exposition Park Parking Lot 6 for trucks throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane closures along Martin Luther King, Jr. Boulevard. Such closures, if required, would be subject to LADOT review and approval.

The number of construction workers would vary throughout the construction period. The maximum number of workers expected to be generated on a peak worker trip day would occur during the building construction phase, when it is expected that up to 275 workers could be on-site on a single day. Parking for all construction workers would be provided either on the Project Site or in the adjacent Exposition Park Parking Lot 6.

(ii) Intersections

A construction period trip generation analysis was conducted in the Modified Project Transportation Report to estimate daily, morning, and evening peak-hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, and in accordance with Project Design Feature O-5, it was assumed that up to 70 construction workers would arrive during the peak morning commute hour and up to 180 construction workers would depart during the peak evening commute hour. Trucks were assumed to arrive and depart evenly through an 11-hour construction day. A PCE factor of 2.5 was assumed for double belly dump haul trucks while a PCE factor of 2.0 was assumed for concrete, vendor and delivery trucks, based on the 2010 *Highway Capacity Manual*.

Table 7 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum presents the estimated construction truck and employee vehicle trip generation for each of the Modified Project's proposed construction phases. Table 8 in the Modified Project Transportation Report presents the estimated construction trip generation by phase converted into passenger car equivalents. As shown on Table 7, the highest number of potential construction-related vehicle trips on a daily basis could occur during the concrete pour element of the building construction phase, with up to 275 workers and 50 trucks per day for a total of 788 daily vehicle trips. As shown on Table 8, the highest number of potential construction-related PCE trips on a daily basis, however, could occur during the grading phase, with up to 200 haul trucks and 40 workers per day leading to an estimate of 1,100 daily PCE trips. During peak hours, up to 125 (80 inbound and 45 outbound) PCE trips are projected during the A.M. peak hour and up to 200 (10 inbound and 190 outbound) PCE trips are projected during the P.M. peak hour.

The peak construction activity would generate fewer daily trips, A.M. peak-hour inbound trips, and P.M. peak-hour outbound trips than are projected for the Modified Project's Ancillary Uses on a non-event weekday (as demonstrated in the Modified Project Transportation Report, A.M. inbound and P.M. outbound trips are the most critical trips in terms of their potential to impact operating conditions at nearby study area intersections). Specifically, as discussed below in Section IV.O.b, Traffic/Transportation/Parking, on page 155, the Modified Project's Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 85 inbound trips during the A.M. peak hour and 197 outbound trips during the P.M. peak hour, which would result in less than significant impacts to study area intersections. Therefore, because Modified Project construction traffic would fall within the scope of the Ancillary Use's operational non-event day traffic, potential traffic impacts associated with construction would also be less than significant. Nonetheless it is conservatively recognized that the influx of material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks would be needed for the concrete pour.

- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.

- Delivery vehicles may need to queue temporarily on adjacent roadway of Martin Luther King, Jr. Boulevard before entering the Project Site. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

The Certified EIR included Mitigation Measure G-1 requiring the preparation of a construction-related traffic management plan to reduce construction-related noise impacts. This mitigation measure would also serve to reduce construction-related traffic impacts. Mitigation Measure G-1 has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum), along with modifications that are detailed below based on recommendations from the Modified Project Transportation Report. While the Modified Project Transportation Report concludes that potential traffic impacts from Modified Project construction would be less than significant in the absence of mitigation, implementation of Mitigation Measure G-1, as revised below, would further ensure that the Modified Project would not result in substantial delays and disruption of existing traffic flow. Therefore, peak-hour intersection impacts during construction would remain less than significant following the implementation of this measure.

(iii) Access and Safety

During construction of the Modified Project, construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard. The Modified Project proposes to provide adequate construction truck staging and construction worker parking either on the Project Site or in the adjacent Exposition Park Parking Lot 6 throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane and/or sidewalks closures along Martin Luther King, Jr. Boulevard. However, it is not uncommon for these types of deliveries to result in temporary lane closures. Furthermore, as stated in revised Mitigation Measure G-1 below, the Construction Management Plan would include provisions to ensure driver and pedestrian safety along affected roadways and sidewalks, including: implementing a worksite traffic control plan to route traffic and/or pedestrians around lane and/or sidewalk closures; maintaining existing access for land uses in proximity of the Project Site; scheduling deliveries and pick-ups of construction materials to off-peak travel periods, to the extent feasible; and using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment to/from the

Project Site. Implementation of the Construction Management Plan would minimize potential conflicts between construction activity and pedestrian and vehicular traffic in the vicinity of the Project Site, further ensuring that the Modified Project would not result in substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur. Therefore, construction traffic impacts related to access and safety would be less than significant.

(iv) Public Transit

There are a variety of public transit facilities in the vicinity of the Project Site. For purposes of evaluating potential impacts to transit resulting from Modified Project construction, transit stops immediately adjacent to the Project Site and in the vicinity of truck and construction worker access points and potential queue areas were analyzed. These transit stops include: a bus stop for the Metro Line 200 and Metro Line 40 at the northeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 81 and the LADOT DASH Southeast Line at the southeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 40 at the northwest corner of Martin Luther King, Jr. Boulevard and Hoover Street; and a bus stop for the Metro Lines 81, 200, 442, and 550 and the DASH Southeast Line at the southeast corner of 39th Street and Figueroa Street. These transit stops would be maintained during construction of the Modified Project, including any potential lane closures on Martin Luther King, Jr. Boulevard, which would be limited to the stretch between Hoover Street and Figueroa Street (east of the Metro Line 40 bus stop). Furthermore, pursuant to Mitigation Measure J-2 in the Certified EIR, which would be implemented under the Modified Project, the Applicant would coordinate with Metro Bus Operation Control Special Events Coordinator regarding construction activities that may affect Metro and LADOT bus line operations. Therefore, construction of the Modified Project would not result in changes to bus/transit service such that a substantial inconvenience to riders would occur, and construction traffic impacts related to bus/transit service would be less than significant.

(v) Parking

As discussed in the Modified Project Transportation Report, during all phases of Modified Project construction, construction workers would park on the Project Site and/or in the Exposition Park Parking Lot 6 adjacent to the Project Site. This combined parking supply would be sufficient to accommodate construction-related parking. Pursuant to Project Design Feature O-1, the Applicant would be required to coordinate construction parking through the Exposition Park General Manager, who manages the parking supply in Exposition Park. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, coordination through the General Manager would ensure that adequate parking supplies are provided either by requiring all construction workers to park on the Project Site during those events,

or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by USC). Construction is not anticipated to require the removal of, or impair access to, on-street parking spaces along Martin Luther King, Jr. Boulevard or Figueroa Street adjacent to the Project Site, as street parking is not permitted along these street segments. Therefore, construction of the Modified Project would not result in substantial loss of on-site and/or off-site parking such that the parking needs of the Project Site area would not be met, and construction traffic impacts related to parking would be less than significant.

(vi) Conclusion

Based on the analysis above, Modified Project construction would result in less-than-significant traffic and transportation impacts to area intersections. Specifically, construction of the Modified Project would not: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met. Construction-related impacts to traffic, transportation, and parking would be further reduced with implementation of Mitigation Measure G-1 from the Certified EIR, as revised below, and Mitigation Measure J-2 from the Certified EIR. No additional mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect construction-related traffic, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The traffic impacts of operating the Original Stadium Project were analyzed in the Certified EIR (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), which concluded that no new significant traffic impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena. Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new traffic impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site. The Expo Park/USC Station is located approximately 0.35 mile

from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day traffic impacts identified in the Certified EIR.

Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event, with no material increase in event-related traffic expected. Therefore, because traffic impacts are assessed based on peak-hour conditions, the Certified EIR's conclusions with respect to event day traffic would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant.

However, because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis focuses on and quantitatively evaluates potential traffic impacts related to operation of the Ancillary Uses on non-event days.

(i) Intersections

The following analysis assumes that the Modified Project would be completed by 2018 and analyzes the Modified Project's potential traffic impacts on weekday non-event days under both existing and future year traffic conditions. Specifically, the following traffic scenarios are analyzed: Existing Conditions (Year 2015), Existing (Year 2015) plus Project Conditions, Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions. For further discussion of the traffic scenarios and the assumptions on which they are based, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Fourteen study intersections were identified for purposes of this analysis, in consultation with LADOT (pursuant to a Memorandum of Understanding (MOU) dated May 7, 2015). All 14 intersections are signalized and, in accordance with LADOT guidelines and City of Los Angeles requirements, the signalized intersections were analyzed for potential Modified Project traffic impacts on weekday non-event days. The study intersections are as follows:

1. Vermont Avenue & Exposition Boulevard
2. Vermont Avenue & Martin Luther King, Jr. Boulevard
3. Hoover Street & Martin Luther King, Jr. Boulevard

4. Figueroa Street & Exposition Boulevard
5. Figueroa Street & Flower Street
6. Figueroa Street & Exposition Park Drive/39th Street
7. Figueroa Street & Martin Luther King, Jr. Boulevard
8. Flower Street/I-110 Off-Ramp & Exposition Boulevard
9. Flower Street & 37th Street
10. Hope Street & 37th Street
11. I-110 Ramps & Martin Luther King, Jr. Boulevard
12. Hill Street/I-110 Ramps & Martin Luther King, Jr. Boulevard
13. Hoover Street & Vernon Street
14. Figueroa Street & Vernon Street

For further discussion of the existing conditions of the study area, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the Modified Project's Ancillary Uses on non-event weekdays. As shown in Table 15 on page 158, the Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 89 trips (85 inbound/4 outbound) during the A.M. peak hour and 260 trips (63 inbound/197 outbound) during the P.M. peak hour. The Modified Project's traffic was assigned to the street network using the distribution patterns described in Figure 5A and Figure 5B of the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum). Additionally, Appendix C of the Modified Project Transportation Report shows the assignment of the Modified Project-generated peak-hour traffic volumes at the analyzed intersections during the A.M. and P.M. peak hours. Trip-generation estimates and intersection traffic distributions account for the design limitations set forth in Project Design Features O-2 and O-3, below.

As shown in Table 16 on page 160, the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) is projected to operate at Level of Service (LOS) E during the A.M. peak period both under Existing Conditions and Existing plus Project Conditions. Based on the City of Los Angeles' thresholds of significance, which are

Table 15
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Conference Facilities		10.0 ksf															
Persons		261 prsns A.M.	3	100%	50%	0%	100%	10%	75%		1,121	131	0	261	43	323	430
Gross vehicles		430 prsns P.M.	1.00	0.50			0.50			per person	1,121	66	0	66	22	162	184
Internal capture[c]		[b]	*16%*		*0%*	*0%*		*53%*	*19%*		(175)	0	0	0	(12)	(31)	(43)
Transit credit[d]			*15%*	*15%*			*15%*				(142)	(10)	0	(10)	(2)	(20)	(22)
Net External Conference											804	56	0	56	8	111	119
Museum	580[g]	0.0 ksf A.M.[i]	5.80	0.89	86%	14%	0.58	16%	84%	per ksf	232	0	0	0	4	19	23
Internal capture[c]		40.0 ksf P.M.	*52%*		*0%*	*0%*		*83%*	*49%*		(121)	0	0	0	(3)	(9)	(12)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	(2)	(2)
Net External Museum											94	0	0	0	1	8	9
Team Store	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	665	0	0	0	18	23	41
Internal capture[c]		15.0 ksf P.M.	*68%*		*0%*	*0%*		*87%*	*51%*		(454)	0	0	0	(16)	(12)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(32)	0	0	0	0	(2)	(2)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(18)	0	0	0	0	(1)	(1)
Net External Team Store											161	0	0	0	2	8	10
Other Retail (fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	133	0	0	0	4	4	8
Internal capture[c,f]		3.0 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(20)	0	0	0	(1)	(1)	(2)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	0	0
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(10)	0	0	0	0	0	0
Net External Other Retail											86	0	0	0	3	3	6
Other Retail (not fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	532	0	0	0	15	18	33
Internal capture[c]		12.0 ksf P.M.	*67%*		*0%*	*0%*		*87%*	*51%*		(355)	0	0	0	(13)	(9)	(22)
Transit credit[d]			*15%*	*15%*			*15%*				(27)	0	0	0	0	(1)	(1)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(15)	0	0	0	0	(1)	(1)
Net External Other Retail											135	0	0	0	2	7	9
Quality Restaurant	931	0.0 ksf A.M.[i]	89.95	0.81	82%	18%	7.39	67%	33%	per ksf	540	0	0	0	29	15	44
Internal capture[c]		6.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(233)	0	0	0	(12)	(7)	(19)
Transit credit[d]			*15%*	*15%*			*15%*				(46)	0	0	0	(3)	(1)	(4)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(26)	0	0	0	(1)	(1)	(2)
Net External Quality Restaurant											235	0	0	0	13	6	19
High-Turnover Sit-Down Restaurant	932	0.0 ksf A.M.[i]	127.15	11.52	62%	38%	12.92	51%	49%	per ksf	636	0	0	0	33	32	65
Internal capture[c]		5.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(274)	0	0	0	(14)	(14)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(54)	0	0	0	(3)	(3)	(6)
Pass-by from net trips[e]			*20%*	*20%*			*20%*				(62)	0	0	0	(3)	(3)	(6)
Net External High-Turnover Rest.											246	0	0	0	13	12	25
Fast Food Rest. (fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c,f]		1.5 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(161)	0	0	0	(5)	(4)	(9)
Transit credit[d]			*15%*	*15%*			*15%*				(137)	0	0	0	(4)	(4)	(8)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(388)	0	0	0	(11)	(11)	(22)
Net External Fast Food											388	0	0	0	11	10	21

Table 15 (Continued)
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Fast Food Rest. (not fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c]		1.5 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(465)	0	0	0	(13)	(13)	(26)
Transit credit[d]			*15%*	*15%*			*15%*				(91)	0	0	0	(3)	(2)	(5)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(259)	0	0	0	(8)	(7)	(15)
Net External Fast Food											259	0	0	0	7	7	14
Office	710	25.0 ksf	11.03	1.56	88%	12%	1.55	17%	83%	per ksf	276	34	5	39	7	32	39
Internal capture[c]			*12%*		*0%*	*0%*		*48%*	*13%*		(33)	0	0	0	(3)	(4)	(7)
Transit credit[d]			*15%*	*15%*			*15%*				(36)	(5)	(1)	(6)	(1)	(4)	(5)
Net External Office											207	29	4	33	3	24	27
Project Total											**2,615**	**85**	**4**	**89**	**63**	**197**	**260**

[a] *Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition, 2012, unless otherwise noted.*

[b] *Conference facility trip estimates assume a morning event with 50 percent of attendees arriving during the A.M. peak hour, an afternoon event with 75 percent of attendees departing during the P.M. peak hour, an evening event with 10 percent of attendees arriving during the P.M. peak hour, and an average vehicle occupancy (AVO) of 2.0 attendees per vehicle. Events generating trips during the weekday A.M. peak hour will be limited to 320 attendees.*

[c] *Internal capture represents the percentage of trips between land uses that occur within the Project Site. Estimated using internal capture rates from ITE Trip Generation Handbook, 3rd Edition, 2014, Tables 6.1 and 6.2, balanced to the constrained end of the internal trip. Considers internalization between the various Modified Project uses, as well as between the Modified Project and the California Science Center.*

[d] *LADOT's Traffic Study Policies and Procedures, August 2014, state that a 15-percent transit credit may be taken for projects within 0.25 mile of a transit station or rapid bus stop. The Expo Park/USC LRT station, the Harbor Transitway 37th St./USC station, and Metro Rapid 754 on Vermont individually are each beyond 0.25 mile, but are each within 0.30 to 0.37 mile. Given the proximity of all three services, however, the combined effect of the three is considered to be 15 percent.*

[e] *The source for pass-by credits is Attachment I of LADOT's Traffic Study Policies and Procedures, August 2014.*

[f] *Internal capture for fast food restaurant and other retail possibly along the Figueroa Street frontage capped at 15 percent to reflect the potential that these uses attract a greater level of external trips, given their locations.*

[g] *No daily rate available from ITE for museum. Daily rate assumed to be 10 x P.M. peak-hour rate.*

[h] *Specialty retail (ITE code 826) used for museum store and other retail (used A.M. rate from code 820 since no A.M. rate is available for code 826).*

[i] *The museum, team store, other retail, quality restaurants, high-turnover sit-down restaurants, and fast food restaurants would not open for business until mid- to late-morning and, thus, would generate negligible trips during the A.M. peak hour.*

Source: Fehr & Peers, 2015.

Table 16
Existing Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing V/C	LOS	Existing Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.849	D	0.850	D	0.001	No
			Weekday P.M.	0.728	C	0.733	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.814	D	0.823	D	0.009	No
			Weekday P.M.	0.766	C	0.775	C	0.009	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.713	C	0.713	C	0.000	No
			Weekday P.M.	0.529	A	0.543	A	0.014	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	0.644	B	0.644	B	0.000	No
			Weekday P.M.	0.731	C	0.734	C	0.003	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.513	A	0.517	A	0.004	No
			Weekday P.M.	0.445	A	0.453	A	0.008	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.615	B	0.618	B	0.003	No
			Weekday P.M.	0.503	A	0.512	A	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.906	E	0.915	E	0.009	No
			Weekday P.M.	0.860	D	0.869	D	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.341	A	0.344	A	0.003	No
			Weekday P.M.	0.581	A	0.591	A	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.306	A	0.306	A	0.000	No
			Weekday P.M.	0.352	A	0.352	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.483	A	0.483	A	0.000	No
			Weekday P.M.	0.461	A	0.461	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.677	B	0.681	B	0.004	No
			Weekday P.M.	0.553	A	0.574	A	0.021	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.765	C	0.767	C	0.002	No
			Weekday P.M.	0.836	D	0.837	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.710	C	0.711	C	0.001	No
			Weekday P.M.	0.517	A	0.519	A	0.002	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.755	C	0.757	C	0.001	No
			Weekday P.M.	0.652	B	0.655	B	0.003	No

Source: Fehr & Peers, 2015.

further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Existing plus Project Conditions would be less than significant, and no mitigation measures would be required.

As shown in Table 17 on page 161, the following three intersections are projected to operate at LOS E or worse during one or both of the peak hours during both Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions on a non-event day: Vermont Avenue & Exposition Boulevard (Study Intersection 1); Figueroa Street & Exposition Boulevard (Study Intersection 4); and Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7). Based on the City of Los Angeles' thresholds of significance, which are further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at these three intersections and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Future plus Project Conditions would be less than significant, and no mitigation measures would be required.

(ii) Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP) requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.[89] The closest CMP arterial monitoring station, the intersection of Alameda Street & Washington Boulevard, is approximately 2.5 miles from the Project Site. As described in the Modified Project Transportation Report (see Appendix P-1 of this Addendum), the Modified Project would not add 50 or more vehicle trips during the A.M. or P.M. peak hours on non-event days at this intersection. Therefore, no further arterial review using CMP criteria is required.

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[89] *In addition, the "Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures" sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the Traffic Study Memorandum of Understanding for the Modified Project that the Modified Project would not meet these criteria for requiring a freeway impact analysis. Therefore, no further analysis under the City's agreement with Caltrans is required.*

Table 17
Future Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project V/C	LOS	Future Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.914	E	0.915	E	0.001	No
			Weekday P.M.	0.775	C	0.780	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.844	D	0.853	D	0.009	No
			Weekday P.M.	0.808	D	0.816	D	0.008	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.738	C	0.738	C	0.000	No
			Weekday P.M.	0.550	A	0.563	A	0.013	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	1.072	F	1.072	F	0.000	No
			Weekday P.M.	0.948	E	0.955	E	0.007	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.599	A	0.602	B	0.003	No
			Weekday P.M.	0.521	A	0.539	A	0.018	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.891	D	0.893	D	0.002	No
			Weekday P.M.	0.744	C	0.753	C	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	1.136	F	1.145	F	0.009	No
			Weekday P.M.	1.091	F	1.100	F	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.412	A	0.414	A	0.002	No
			Weekday P.M.	0.724	C	0.734	C	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.348	A	0.348	A	0.000	No
			Weekday P.M.	0.429	A	0.429	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.567	A	0.567	A	0.000	No
			Weekday P.M.	0.595	A	0.595	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.701	C	0.705	C	0.004	No
			Weekday P.M.	0.586	A	0.606	B	0.020	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.791	C	0.792	C	0.001	No
			Weekday P.M.	0.864	D	0.865	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.735	C	0.736	C	0.001	No
			Weekday P.M.	0.535	A	0.538	A	0.003	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.779	C	0.781	C	0.002	No
			Weekday P.M.	0.675	B	0.678	B	0.003	No

Source: Fehr & Peers, 2015.

The CMP mainline freeway monitoring stations closest to the Project Site are I-10 at Budlong Avenue and I-110 at Slauson Avenue. According to the trip generation and distribution estimates discussed above, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days at both of these locations. Additionally, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days on I-110 at Exposition Boulevard and Martin Luther King, Jr. Boulevard and on I-10 at Vermont Avenue and Hoover Street, which represent the freeway segments closest to the Project Site. Since fewer than 150 trips would be added during the A.M. or P.M. peak hours to the freeways serving the study area, no further analysis of the freeway segments is required for CMP purposes.

As further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.[90] The Project Site is well served by numerous established local and regional transit routes, including the Metro Expo light rail transit line (with the Expo Park/USC Station located approximately 0.35 mile from the Project Site), the Metro Silver Line and numerous express bus routes on the Harbor Transitway (with the 37th Street/USC station located approximately 0.37 mile from the Project Site), four local lines, one rapid line, and two express routes operated by Metro, and two LADOT DASH routes. The total estimated capacity for transit services in the Project Site vicinity is approximately 24,380 persons in the peak hours. Furthermore, The Modified Project would utilize approximately 0.3 percent of available transit capacity during the peak hours on non-event days.

As stated in the Certified EIR, the operation of Phase I of Metro's Exposition Light Rail Transit Project was anticipated to commence in 2011, prior to the anticipated build-out of the Original Stadium Project. With a dedicated station to serve Exposition Park (the Expo Park/USC Station), the planned capacity of the Expo Line accounted for existing uses within Exposition Park, including the existing Sports Arena. The Original Stadium Project would not increase the maximum historic attendance levels on-site compared to the

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[90] *As part of the trip generation estimates presented in Table 15 on page 158, a transit credit of 15 percent was taken for the conference, museum, retail, restaurant, and office land uses. This credit accounts for trips made to and from the Project Site using modes other than automobiles. These include trips on light-rail, bus, bicycle, walk, etc. As discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the 15 percent transit credit is estimated to reduce Modified Project-generated trips by 16 vehicle trips during the A.M. peak hour and 54 vehicle trips during the P.M. peak hour on non-event days. Applying an average vehicle ridership (AVR) factor of 1.4, the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.*

existing Sports Arena, therefore, the planned capacity of the Expo Line also accounted for the potential operation of the Original Stadium Project including stadium events. Operation of the Expo Line has since commenced with the actual opening of Phase 1 in 2012, and the Expo Line currently provides service for approximately 30,300 riders on an average daily basis. Phase 2 of the Expo Line is under construction to Santa Monica and will open in spring 2016. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. On event days, the Project's ancillary uses would be open only to ticket-holding patrons already traveling for the event. Therefore, like the Original Stadium Project, the Modified Project's stadium would not change the event day ridership levels from those anticipated at the time the Expo Line was planned. The Applicant will, however, coordinate with Metro regarding appropriate service levels on event days, pursuant to Project Design Feature O-6.

Based on the analysis above, the Modified Project would result in less-than-significant impacts to CMP transit facilities. No mitigation measures are required.

(iii) Access

As shown in Table 16 and Table 17 on pages 160 and 161, each of the analyzed intersections that provide primary access to the Project Site are projected to operate at LOS C or better under Existing plus Project conditions and at LOS D or better under Future with Project Conditions on non-event days. Therefore, with the addition of Modified Project traffic under these conditions, no significant impact would occur.

(iv) Parking

The Certified EIR determined that the LAMC-required parking requirement for the Original Stadium Project was 4,400 parking spaces. The thresholds on which this analysis was based are stated on page IV.J-5 of the Certified EIR. At the time the Certified EIR was prepared, there were approximately 19,981 parking spaces available within the Exposition Park and USC Campus area that were generally available to meet the parking demands of the land uses within the general vicinity of the Project Site. Specifically, there were approximately 7,340 parking spaces within the Exposition Park area alone that could meet the parking demands of the Coliseum, Sports Arena, and other Exposition Park uses. As such, the Certified EIR determined that an adequate supply of parking existed within the area to meet the LAMC-required parking and the parking demands of future events held under the Original Stadium Project. Therefore, parking impacts were determined to be less than significant.

Like the Original Stadium Project, the Modified Project proposes the development of a 22,000-seat MLS stadium. Therefore, the parking demand associated with the stadium portion of the Modified Project would not change. However, an increase in parking demand beyond levels analyzed in the Certified EIR could result from the Modified Project's Ancillary Uses on non-event days, as well as from employees of the Ancillary Uses on event days. Potential parking impacts associated with each of these conditions are addressed below. The following analysis also addresses potential bicycle parking impacts, which were not analyzed in detail in the Certified EIR.

As discussed in Section III, Project Description, of this Addendum, consistent with the Original Stadium Project, parking for the Modified Project would be provided by the supply available at Exposition Park. Based on an updated parking supply inventory, as detailed in Table 1 in the Modified Project Parking Analysis included in Appendix Q of this Addendum, Exposition Park currently provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park. These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of the Non-Disturbance Agreement between the California Science Center and the University of Southern California, during special events at the Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center Structure and 375 spaces may be reserved by the Natural History Museum in Parking Lot 3. If these reservations occur, an estimated 4,986 vehicle spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter the parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the on-site VIP parking lot, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

The parking requirements for the Modified Project were analyzed pursuant to LAMC Section 12.21A.4, which establishes vehicle parking space ratios based on square feet or seats, and Section 12.21A.16, which establishes requirements for bicycle parking spaces. The ratios used to determine the required number of vehicle parking spaces for the Modified Project are shown in Table 18 on page 166 and described in detail in the Modified Project Parking Analysis included in Appendix Q of this Addendum. As shown in Table 18, after applying the aforementioned LAMC parking requirements, the required parking for the

Table 18
Parking Code Analysis—Vehicle Spaces

Use	Size	Code Requirement[a]	Required Vehicle Spaces
Stadium			
Stadium	22,000 seats	1 space per 5 fixed seats	4,400
Total Stadium			**4,400**
Ancillary Uses			
Conference	10.0 ksf	1 space per 35 sq. ft.	286
Museum	40.0 ksf	1 space per 500 sq. ft.	80
Retail	30.0 ksf	1 space per 250 sq. ft.	120
Restaurant	14.0 ksf	1 space per 100 sq. ft.	140
Office	25.0 ksf	1 space per 500 sq. ft.	50
Total Ancillary Uses (without reduction for bicycle parking)			**676**
Total Ancillary Uses (with reduction for bicycle parking)[b]			**648**

[a] *Los Angeles Municipal Code, Section 12.21A.4.*

[b] *The City of Los Angeles Bicycle Ordinance allows for replacement of required vehicle parking spaces for non-residential uses at a ratio of 1 vehicle space for every 4 bicycle spaces up to 20 percent of required spaces. Refer to Table 2 in the Modified Project Parking Analysis included in Appendix Q of this Addendum for calculations.*

Source: Fehr & Peers, 2015.

stadium component of the Modified Project on event days would be 4,400 vehicle parking spaces, consistent with the Certified EIR analysis. For non-event days, as shown in Table 18, the required parking for the Modified Project's Ancillary Uses under the LAMC is estimated at 676 vehicle parking spaces. As discussed below, the Modified Project would provide 107 bicycle parking spaces in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days.[91] The LAMC permits reductions in the required number of vehicle spaces at a ratio of one vehicle space reduced for every four bicycle spaces provided, up to a maximum of 20 percent of the required vehicle spaces for non-residential uses. Thus, 648 vehicle parking spaces would be required on non-event days for the Ancillary Uses when taking a credit for bicycle parking pursuant to the LAMC. Pursuant to Project Design Feature O-4, on event days, the Ancillary Uses would only be open to ticketed patrons of the stadium; thus, the 648 vehicle spaces for the Ancillary Uses would not be needed separate from the stadium requirement. However, to the extent that some

[91] *See LAMC Section 12.21A.16.*

of the Ancillary Uses may be considered additional to the typical uses considered in the LAMC requirement for a stadium, there could be some additional parking need for Ancillary Use employees on event days. As described in the Modified Project Parking Analysis, it is estimated that up to approximately 178 parking spaces may be needed for employees of the Ancillary Uses if they all were to be open during stadium events and were all considered to be additional employees beyond those normally required to operate a stadium (see Table 19 on page 168).[92] This could conservatively increase the Modified Project's potential parking need on event days to as many as 4,578 spaces (4,400 for the stadium and 178 for the additional Ancillary Uses employees), which would still be fully accommodated by the parking supply provided for events in Exposition Park (approximately 4,986 to 5,961 existing spaces and up to 5,236 to 6,211 spaces with the Modified Project). On non-event days, the parking supply provided by Exposition Park (approximately 5,961 existing spaces and up to 6,211 spaces with the Modified Project) would adequately meet the LAMC requirement of 648 vehicle parking spaces for the Modified Project's Ancillary Uses. Therefore, consistent with the conclusions in the Certified EIR for the Approved Stadium Project (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), impacts with respect to parking would be less than significant under the Modified Project on event days and non-event days. No mitigation measures are required.

With regard to bicycle parking, the Modified Project would be required to provide at least 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) pursuant to the bicycle parking requirements set forth in a proposed Specific Plan amendment that would require sufficient bicycle parking to accommodate two percent of stadium seating capacity.[93]. One-hundred and seven of these spaces would be provided in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days. The remaining 333 would be provided through a bicycle valet service on event days. In the event that bicycle parking needs increase over time, the bicycle valet service on event days could be expanded. As discussed further in the Modified Project Parking Analysis, the proposed amount of bicycle parking would exceed the bicycle parking rates at the other recently approved professional sports stadiums, including Farmers Field in Los Angeles, Avaya Stadium in San Jose, and Levi's Stadium in Santa Clara. Therefore, the proposed

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[92] *In order to not interfere with the parking supply available to the Coliseum on large Coliseum event days, these employees would be parked either in one or more of the following locations: (1) temporarily in the subterranean loading dock/service area beneath the Project Site; (2) in the VIP parking lot adjacent to the soccer stadium should that development option be constructed; and/or (3) in off-site parking locations to be arranged by the Applicant. If off-site location(s) are beyond 750 feet from the Project Site, shuttles would be provided to shuttle employees between the parking location(s) and the Project Site.*

[93] *The Specific Plan does not currently provide a bicycle parking requirement.*

Table 19
LAFC Employee Parking Needs

Land Use	Total Vehicle Spaces Required per LAMC Code[a]	Estimated Number of Vehicle Spaces Needed for Employees							
		Size (sf)	Employee Factor (employees/sf)[b]	No. of Employees	Transit	Rideshare	AVR	Absentee	Employee Parking Need
Conference Facilities	286	9,000	0.00271	24	15%	10%	1.33	5%	17
Museum	80	36,000	0.00135[c]	49	15%	10%	1.33	5%	35
Retail	120	27,750	0.00271	75	15%	10%	1.33	5%	53
Restaurant	140	11,900	0.00271	32	15%	10%	1.33	5%	23
Office	50	21,250	*assume all code-required spaces are used by employees*						50
Total	**676**	**105,900**							**178**

[a] *From Table 8 of Modified Project Transportation Report.*
[b] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 2012.*
[c] *Museum employee density would be lower than retail. Employee factor for industrial parks used as surrogate for museum.*
Source: Fehr & Peers, 2015.

bicycle parking supply would be adequate to satisfy the anticipated bicycle parking demand of the Modified Project, and would be consistent with required bicycle parking rates with approval of the requested Specific Plan amendment. Therefore, impacts related to bicycle parking would be less than significant. No mitigation measures are required.

(v) Conclusion

As demonstrated above, the Modified Project would have less-than-significant traffic, transportation, and parking impacts during both construction and operation. Therefore, the Modified Project would not result in any new significant impacts with respect to traffic, transportation, and parking, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to traffic, transportation, and parking:

PDF O-1: The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by the University of Southern California).

PDF O-2: If the maximum permitted amount of office floor area (i.e., 21,250 square feet) is developed, attendance at morning conference facility functions on non-event days shall be limited to 261 attendees, and attendance at evening conference facility functions on non-event days shall be limited to 430 attendees. For every reduction of 850 square feet in office space floor area that is ultimately built in the Modified Project, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

PDF O-3: The museum, team store, other retail uses, and all restaurant uses shall not open for business until 10:00 A.M. or later.

PDF O-4: For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed

25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.

PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.

PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not limited to the Expo Light Rail.

The following mitigation measures were included in the Certified EIR to further reduce the less-than-significant traffic impacts associated with construction and operation of the Original Stadium Project. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.
- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.

- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

EIR Mitigation Measure MM J-1: Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

EIR Mitigation Measure MM J-2: The ~~Coliseum Commission~~ Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.

P. Utilities and Service Systems

The following analysis is based on the Public Utilities analysis provided in Section IV.I of the Certified EIR, and on the Utility Infrastructure Technical Memorandum (Infrastructure Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix R of this

Addendum. The Infrastructure Report evaluates the potential environmental impacts associated with the proposed modifications to the Original Stadium Project under the Modified Project to determine whether such modifications would result in new significant impacts to utility infrastructure that were not already evaluated in the Certified EIR.

(a) Wastewater

The Certified EIR for the Original Stadium Project concluded that impacts with respect to wastewater infrastructure and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average wastewater flows from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the existing wastewater infrastructure in the Project Site vicinity and existing wastewater treatment facilities would be able to accommodate the Original Stadium Project's demand for wastewater conveyance and treatment, and impacts related to wastewater would be less than significant. The thresholds on which this analysis was based are stated on page IV.I-6 of the Certified EIR.

As discussed in the Certified EIR, wastewater conveyance infrastructure and treatment services for the Project area are provided by the City of Los Angeles Department of Public Works Bureau of Sanitation Division (BOS). The Project Site is serviced by multiple BOS sewers as follows:

- A sewer main in Hoover Street that is 18 inches in diameter south of South Park Drive, transitions to a 10-inch sewer line at South Park Drive and extends northerly, generally along the eastern side of South Coliseum Drive;
- 6- and 8-inch sewer laterals servicing the existing Sports Arena and other uses within Exposition Park; and
- A 72-inch-diameter North Outfall Sewer main in 41st Place, south of the Project Site.

As described in the Certified EIR and Infrastructure Report, the existing Sports Arena is serviced by four sewer laterals: two 6-inch sewer laterals on south side of the Project Site and two additional sewer laterals, 6- and 8-inches in diameter, on the north side of the Project Site. The laterals on the north side of the Project Site head east to an existing manhole, tying into the 10-inch sewer main adjacent to the south side of South Coliseum Drive/Christmas Tree Lane. The laterals on the south side of the Project Site

head west to an existing manhole, transitioning to an 8-inch sewer lateral. The 8-inch lateral continues west to an existing manhole off the existing sewer main adjacent to the east side of South Coliseum Drive. As noted above, this main is 10 inches in diameter north of South Park Drive. South of South Park Drive, it transitions to an 18-inch main, and then runs south to connect to a 72-inch North Outfall Sewer main in 41st Place.

Wastewater generated from the Project Site is conveyed via the local collector sanitary sewer system directly to the Hyperion Treatment Plant (HTP), located southwest of the Los Angeles International Airport in Playa del Rey, for treatment. The HTP has the capacity to treat approximately 450 million gallons per day (mgd) of wastewater for full secondary treatment, and currently treats approximately 362 mgd.[94] This includes wastewater currently generated on the Project Site from the existing Sports Arena. As such, the HTP is currently operating at approximately 80 percent of its capacity, with a remaining available capacity of approximately 88 mgd. The treated water from the HTP is discharged through an outfall pipe 5 miles into the Santa Monica Bay and Pacific Ocean.[95]

Wastewater impacts during construction were not analyzed in detail in the Certified EIR. Wastewater generation would occur incrementally throughout construction of the Modified Project. However, such use would be temporary and nominal when compared with the wastewater generated by operation of the Modified Project, which is analyzed below. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. As such, wastewater impacts during construction would be less than significant and no mitigation measures are required.

Operational wastewater impacts are assessed based on daily wastewater generation on a maximum activity day (i.e., event day). As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. Therefore, wastewater impacts with respect to the stadium portion of the Modified Project would not represent a substantial increase in wastewater generation compared to existing conditions, consistent with the Certified EIR analysis. However, additional event-day wastewater generation beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated wastewater generation of the stadium would not

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[94] *City of Los Angeles Department of Public Works, Bureau of Sanitation, About Wastewater—Facts and Figures, www.lacitysan.org/wastewater/factsfigures.htm, accessed July 23, 2015.*

[95] *City of Los Angeles Department of Public Works, LA Sewers Website, Treatment Plants—Hyperion Treatment Plant, www.lasewers.org/treatment_plants/hyperion/index.htm, accessed July 23, 2015.*

change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with BOS methodology for determining sewer line capacity, this analysis presents the estimated wastewater generation of the entire Modified Project, including the stadium component.

As shown in Table 20 on page 175, the Modified Project's total estimated wastewater flow would be approximately 87,675 gallons per day (gpd), of which 21,675 gpd would be generated by the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it does not account for the wastewater reduction requirements of the City's Green Building Code, which calls for a 20-percent reduction in wastewater through the installation of water-conserving fixtures or through utilizing Los Angeles Plumbing Code-approved non-potable water systems within a building.

A Sewer Capacity Availability Request, included in Appendix B of the Infrastructure Report provided in Appendix R of this Addendum, was obtained from the City of Los Angeles Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Modified Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system, and the Modified Project's estimated wastewater flow, the City determined that the existing sanitary sewer lines that serve the Project Site would have an adequate capacity to accommodate the additional infrastructure demand created by the Modified Project. Sewer service for the Modified Project would be provided utilizing new or existing sewer connections to the existing sewer main that generally runs along the east side of South Coliseum Drive within the Project Site. Except for these sewer connection pipes, no upgrades to the existing sewer mainlines are anticipated as forecasted flow levels are all below the available capacity within each of the sewers that would serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

As described above, the Hyperion Treatment Plant has a capacity of 450 mgd, and current wastewater flow levels are at 362 mgd. These flow levels include wastewater currently generated on the Project Site from the existing Sports Arena. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 88 mgd. As shown in Table 20, the Modified Project would generate a net increase wastewater flow from the Project Site of approximately 21,675 gpd, or approximately 0.022 mgd, beyond levels analyzed in the Certified EIR for the Original Stadium Project. The Modified Project's increase in average daily wastewater flow of 0.022 mgd would represent approximately 0.02 percent of the current 88 mgd remaining available capacity of the Hyperion Treatment

Table 20
Modified Project Event Day Wastewater Generation

Facility Description	Quantity	Daily Average Generation Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[b]	1,200
Museum	40,000 gsf	30/1,000 sf[c]	1,200
Team Store	15,000 gsf	50/1,000 sf[d]	750
Restaurant—Full Service	380 seats[e]	30/seat[f]	11,400
Restaurant—Fast Food	150 seats[g]	25/seat[h]	3,750
Retail	15,000 gsf	25/1,000 sf[i]	375
Office	25,000 gsf	120/1,000 sf[j]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Typical Event Day (Stadium and Ancillary Uses)			87,675

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[e] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[f] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[g] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[h] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area (less than 100,000 SF)" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

Plant. Therefore, the net increase in wastewater generation associated with the Modified Project could be accommodated by the existing capacity of the Hyperion Treatment Plant. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater treatment capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to wastewater, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Water

The Certified EIR for the Original Stadium Project concluded that impacts with respect to water supply, infrastructure, and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average water demand from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the existing water infrastructure in the Project Site vicinity, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-17–IV.I-18 of the Certified EIR. The Certified EIR also determined that a Water Supply Assessment is not required for the Original Stadium Project pursuant to Senate Bill (SB) 610.

As discussed in the Certified EIR, water is currently supplied to the Project Site by the City of Los Angeles Department of Water and Power (LADWP). The Project Site is adjacent to several existing LADWP public water mains, including the following:

- 16-inch diameter water main in Figueroa Street;
- 61-inch diameter water main (Silver Lake Outlet Trunk Line) generally within and adjacent to Figueroa Street;
- 12-inch diameter main in Martin Luther King, Jr. Boulevard;
- 4-inch diameter main in Martin Luther King, Jr. Boulevard; and
- 8-inch diameter main in Hoover Street that extends to South Coliseum Drive.

The existing Sports Arena is currently serviced by an 8-inch lateral that runs parallel to the north side of South Park Drive, which stems from the 16-inch water main within Figueroa Street. Additionally, there are a minimum of eleven existing fire hydrants on Figueroa Street, Martin Luther King, Jr. Boulevard and South Coliseum Drive adjacent to the Project Site. Within the Project Site there is one private fire hydrant and multiple fire department connections. The private hydrant is located near the southwest corner of the existing Sports Arena footprint.

LADWP's water supply portfolio is comprised of four primary sources: the Los Angeles Aqueduct, local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. In 2013, LADWP had an available water supply of 581,098 acre-feet, of which approximately 11 percent was from the Los Angeles Aqueduct, approximately 11 percent was from local groundwater, approximately 75 percent was from the MWD, and approximately 2 percent was from recycled water.[96] This amount does not represent the totality of water supplies available to LADWP; rather, LADWP's supply portfolio changes annually as purchases and withdrawals are made in response to projected demands within its service area. Thus, future anticipated supplies are represented in terms of projected demand. Water demand projections in five-year increments through 2035 are available in LADWP's 2010 Urban Water Management Plan (UWMP). As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[97] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018).

Additionally, as discussed in the Certified EIR, SB 610, codified in the California Water Code, Sections 10910 *et seq.*, became effective January 1, 2002. SB 610 requires counties and cities to consider the availability of adequate water supplies for certain new large development projects. These statutory provisions include requirements for both water supply assessments (WSAs) and UWMPs applicable to the California Environmental Quality Act (CEQA) process. Projects subject to CEQA requiring submittal of a WSA include the following:

- Residential developments of more than 500 dwelling units;

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[96] *Los Angeles Department of Water and Power, Water Resources Division, Water Supply Assessment for the 5901 Sunset Project, approved by the Board of Water and Power Commissioners on June 17, 2014.*

[97] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 21
City of Los Angeles Water Demand Projections Based on Hydrological Conditions
(thousand AFY)

Hydrological Conditions	Years				
	2015	**2020**	**2025**	**2030**	**2035**
Average Year	614.8	652	675.6	701.2	710.8
Single Dry Year	651.7	691.1	716.1	743.2	753.4
	2011	**2012**	**2013**	**2014**	**2015**
Multi-Dry Year (2011–2015)	590	608.2	626.5	602.9	627.1
	2016	**2017**	**2018**	**2019**	**2020**
Multi-Dry Year (2016–2020)	647.1	661.2	675.4	644.6	665.1
	2021	**2022**	**2023**	**2024**	**2025**
Multi-Dry Year (2021–2025)	683	694.5	706.1	670.9	689.1
	2026	**2027**	**2028**	**2029**	**2030**
Multi-Dry Year (2026–2030)	707.9	720.1	732.4	696.1	715.2
	2031	**2032**	**2033**	**2034**	**2035**
Multi-Dry Year (2031–2035)	731.2	740.3	749.3	708.8	725

AFY = acre-feet per year

Source: Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibits 11E–11K.

- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plant, or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;
- Mixed-use projects that include one or more of the above-identified categories; or

- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project.

As analyzed below, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

(i) Construction

As stated in the Certified EIR, during construction, upgrades to water service connections may cause temporary impacts on the adjacent land uses during construction. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, the Certified EIR concluded that temporary disruptions in local water service during the construction period of the Original Stadium Project are not anticipated, and impacts would be less than significant. This conclusion would not change under the Modified Project, which would implement the same standard practices to ensure that potential service interruptions are avoided to the extent feasible. Additionally, while construction of the Modified Project would result in a temporary and intermittent increase in potable water demand on the Project Site for activities such as dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other short-term related activities, construction-related demand would be substantially less than the Modified Project's operational water demand, which is analyzed below. As demonstrated through the analysis below, the Modified Project's operational water demand would be within the City's available water supply, infrastructure, and treatment capacity. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to construction-related water demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

Water demand during operation is analyzed by estimating domestic, fire (sprinkler and fire hydrant), and irrigation uses. Fire flow demands require high flow rates and constitute a relatively short term demand. Domestic and irrigation flow demands require low to moderate flow rates and constitute long term demand. An analysis of the Modified Project's demands with respect to each of these categories is provided below.

Additionally, as set forth in the Certified EIR, the existing Sports Arena hosts a variety of sports and civic events as well as concerts and shows throughout the year. As described in Table II-1 on page II-6 of the Certified EIR, the Sports Arena has hosted an average of 69 annual events, including 60 events per year with an average attendance of

4,100 persons, 6 events per year with an average attendance of 13,500 and 3 events per year with an average attendance of 37,800. Based on these data, Sports Arena events generate an average annual attendance of approximately 440,400 persons. Like the Original Stadium Project, the Modified Project proposes a 22,000-seat MLS stadium. Therefore, peak day attendance under the Modified Project is also expected to be similar to peak historic attendance levels at the Sports Arena. However, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could range from 628,500 persons to a maximum of approximately 1,403,500 persons. In addition to peak day attendance, these annual attendance estimates are relevant for determining the Modified Project's annual water demand as it relates to SB 610 requirements, as discussed below.

Fire Flow

Los Angeles Fire Code (Fire Code) Chapter 5, Section 507, establishes fire flow standards by development type. The Modified Project is within the Industrial and Commercial category, which has a required fire flow of 6,000 to 9,000 gallons per minute (gpm) from four to six fire hydrants flowing simultaneously (1,500 gpm per hydrant). The Fire Code also requires hydrants to be spaced to provide adequate coverage of the building exterior and deliver a minimum pressure of 20 pounds per square inch (psi) at full flow. Industrial and Commercial uses require one hydrant per 80,000 square feet of land area with 300 feet distance between hydrants on roads and fire lanes. Required hydrant types include 2.5-inch by 4-inch double fire hydrants or 4-inch by 4-inch double fire hydrants. Fire hydrant demands therefore act as the baseline for any water system upgrades.

The Certified EIR stated that the Original Stadium Project would be required to comply with LAFC and building code fire flow requirements for the Project Site. Based on information in the Modified Project Infrastructure Report, the hydrant coverage around the Project Site is considered adequate pursuant to LADWP and LAFD standards. Existing hydrant and/or fire department connections within the Project Site may be need to be removed and replaced as required if necessary as part of the Sports Arena demolition or if the City requires increased coverage around the Modified Project. Based on recent correspondence from LADWP, which is included in Appendix A of the Modified Project Infrastructure Report, the static water pressure at 3939 Figueroa Street is 89 psi in the high pressure system and 71 psi in the low pressure systems. Therefore, there are no known existing deficiencies in the water system that would preclude the system from being able to provide the required fire flow to the Modified Project. Upon finalization of the Modified Project design, a pressure flow report would be requested from LADWP to ensure that existing water pressure is sufficient to serve the Modified Project. Furthermore, as stated in Section IV.N.a, Public Services—Fire Protection, on page 137 of this Addendum, based on its preliminary review of the Modified Project, the LAFD has not identified any

substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. Thus, with adherence to LAFD and Fire Code requirements for the Project Site, impacts with respect to fire flow would be less than significant, consistent with the conclusions of the Certified EIR. No mitigation measures are required.

Domestic and Irrigation Water Demand

As previously discussed, the Certified EIR determined that the peak and average water demand for the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the Certified EIR concluded that existing water infrastructure in the vicinity of the Project Site, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water supply would be less than significant. For the same reason, the Certified EIR also determined that the Original Stadium Project would not require a Water Supply Assessment (WSA) pursuant to SB 610.

Operational impacts related to water are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to water supplies and SB 610 requirements). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic maximum attendance levels of the Sports Arena (i.e., up to 55,132 attendees, as shown in Table II-3 in the Certified EIR). Therefore, potential water supply and infrastructure capacity impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day water consumption beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated water consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with LADWP methodology for determining pipeline capacity, this analysis presents the estimated peak daily water consumption of the entire Modified Project, including the stadium component. Furthermore, as discussed above, while maximum event day attendance in the stadium portion of the Modified Project would be

substantially the same as under the Original Stadium Project, annual attendance at the proposed stadium could increase under the Modified Project as compared to levels projected under the Original Stadium Project. Therefore, the analysis below also estimates the annual water consumption for the entire Modified Project in order to determine the Modified Project's potential water supply impacts, or whether the Modified Project would result in the need for a WSA in accordance with SB 610.

As shown in Table 22 on page 183, the Modified Project's total estimated water demand on an event day would be approximately 94,322 gpd, of which 72,647 gpd would be associated with the stadium and 21,675 gpd would be associated with the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it conservatively does not account for implementation of Project Design Feature P-1, which reflects the water conservation commitment of the Modified Project. Specifically, the Modified Project would commit to reducing indoor potable water demand by at least 20 percent below 2013 CALGreen requirements. Additionally, the Modified Project would implement Mitigation Measure MM I.2-1 in the Certified EIR, which reflects DWP requirements for new construction. Mitigation Measure MM I.2-1 has been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum) with revisions to reflect current DWP requirements.

The total Modified Project demand of 94,322 gpd on an event day converts to a peak flow demand of approximately 66 gallons per minute (gpm). Utilizing a peaking factor of 3, the peak demand on an event day would be 198 gpm. This is significantly lower than the fire flow requirement of 1,500 gpm from a single hydrant discussed above. Thus, sufficient infrastructure capacity would be available to accommodate the Modified Project's daily water demand on an event day. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to water infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

Annual water demand has also been evaluated to determine whether the Modified Project would result in the need for a WSA in accordance with SB 610. As summarized above and described in detail in the Certified EIR, existing events within the Sports Arena have generated an average annual attendance of 440,400 persons. Using a per patron water demand rate of 8.8778 units, consistent with LADWP's methodology for analyzing annual water demand associated with professional sports stadiums,[98] this average

[98] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Table 22
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Landscape Irrigation	96,508 sf	68.87/1,000 sf[b]	6,647
Subtotal			72,647
Additional Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[c]	1,200
Museum	40,000 gsf	30/1,000 sf[d]	1,200
Team Store	15,000 gsf	50/1,000 sf[e]	750
Restaurant—Full Service	380 seats[f]	30/seat[g]	11,400
Restaurant—Fast Food	150 seats[h]	25/seat[i]	3,750
Retail	15,000 gsf	25/1,000 sf[j]	375
Office	25,000 gsf	120/1,000 sf[k]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			94,322

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *Landscaping water use is estimated per California Code of Regulations Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[e] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[f] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[g] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[h] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area*

Table 22 (Continued)
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
(less than 100,000 SF)" rate.			
[k] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*			
Source: Langan Engineering and Environmental Services, Inc., 2015.			

annual attendance generates an annual demand for approximately 3.9 million gallons (11.97 acre-ft) of water. As discussed above, based on preliminary programming data provided by LAFC, annual attendance would range from 628,500 persons to a maximum of approximately 1,403,500 persons under the Modified Project. Based on water demand from the maximum annual attendance projected for events, the proposed Ancillary Uses, and use of irrigation, the annual water demand for the Modified Project was estimated and is summarized in Table 23 on page 185. As shown therein, the Modified Project would result in a net annual water demand of approximately 15,094,769 gallons, or 46 acre-feet. This estimate is highly conservative in that it is based on the following assumptions:

- Maximum number of potential events occurring at the proposed stadium with maximum potential attendance;
- Irrigation occurring four days a week, year-round, for each square foot of landscaped surface; and
- Gross square feet rather than floor area for the proposed Ancillary Uses.

As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[99] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018). The Modified Project's estimated net increase in water demand of approximately 46 acre-feet per year would comprise less than 0.008 percent of the water demand for the City in 2018 during an

[99] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 23
Modified Project Annual Water Consumption

Event	Max Quantity (days)	Max Capacity/ Unit	Daily Average Consumption Rate (GPD)	Total (gallons)
MLS Regular Season Games	20	22,000	8.8778/patron[a]	3,906,240
MLS Playoff Game[b]	3	22,000	8.8778/patron	585,936
MLS/SUM Special/Preseason Game	2	22,000	8.8778/patron	390,624
CONCACAF soccer games	4	22,000	8.8778/patron	781,248
US Men and Women National Team	1	22,000	8.8778/patron	195,312
Euro/Mexican Exhibition	3	22,000	8.8778/patron	585,936
Concerts Tier 1	20	22,000	8.8778/patron	3,906,240
Concerts Tier 2	20	8,500	8.8778/patron	1,509,226
Community Events	15	4,500	8.8778/patron	599,251
Ancillary Uses	365	Varies[c]	Varies[c]	7,911,375
Landscape Irrigation[d]	208	96,508 sf	68.87/1,000 sf	1,382,368
			Gallons	**acre-ft**
Total Annual Water Demand for Programmed Events (88 days)			12,460,013	38.3
Total Annual Water Demand—Ancillary Uses			7,911,375	24.3
Total Annual Water Consumption—Landscape Irrigation			1,382,368	4.2
Estimated total Annual Water Demand Under Modified Project			21,753,756	67
Estimated Water Conservation (see Table 24 on page 186)			(2,749,204)	(8.4)
Historic Average Annual Water Demand (to be removed)			(3,909,783)[e]	(12.0)
Estimated Net Increase in Annual Water Demand Under Modified Project			15,094,769	46

sf = square feet

GPD = gallons per day

[a] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

[b] *In the event that the MLS team advances to the playoffs.*

[c] *See Table 22 on page 183.*

[d] *Assumes irrigation occurs 4 days per week.*

[e] *440,400 annual patrons * 8.8778 gal per patron*

Source: Langan Engineering and Environmental Services, Inc., 2015.

average year, single-dry year, and multiple-dry year period. Therefore, the Modified Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years for the Modified Project build-out year, as such, LADWP would be able to meet the water demand for the Modified Project as well as existing and planned water demands of its future service area.

Table 24
Modified Project Estimated Annual Water Conservation

Event	Unit	Total Uses	Water Saving Factor (gal/use)	Total (gallons)
Stadium				
Water Closet	88 days	11,000	0.32	309,760
Urinals	88 days	11,000	0.50	484,000
Ancillary Uses	119,000 gsf	365 days	20%[a]	1,582,275
Landscape Irrigation				
Drip and Bubblers	96,508 sf	208 days	18.59/1,000 sf[b]	373,169
Estimated Annual Water Conservation—Irrigation Only				**373,169**
Total Estimated Annual Water Conservation in gallons/year				**2,749,204**
Total Estimated Annual Water Conservation in acre-ft/year				**8.4**

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *Conservatively assumes code-required savings pursuant to City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Pursuant to Project Design Feature P-1, the Modified Project would exceed this reduction.*

[b] *Assumes 27-percent reduction. Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

LADWP's water supplies are facing challenges due to environmental concerns and litigation associated with LADWP's sources of water supply. Additionally, changes in hydrological conditions due to climate change could also have an impact on MWD's water supplies. However, along with MWD's water management and reliability initiatives, LADWP is committed to, as outlined in the 2010 Urban Water Management Plan, providing a reliable water supply for the City. The 2010 Urban Water Management Plan takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The 2010 Urban Water Management Plan addresses the current and future State Water Project supply shortages. However, the 2010 Urban Water Management Plan specifically concludes that MWD's actions in response to the threats to the State Water Project will ensure continued reliability of its water deliveries. Furthermore, by focusing on demand reduction, LADWP will ensure that long-term dependence on MWD supplies will not be exacerbated by potential future

shortages. Additionally, water conservation and recycling will play an increasing role in meeting future water demands.

With regard to SB 610 requirements, conservatively using the Bureau of Sanitation wastewater generation rate for a one-bedroom dwelling unit of 110 gallons per day per dwelling unit, 500 residential units generate a demand of approximately 20,075,000 gallons of water per year, or 61.6 acre-ft. As discussed above, the net annual water demand for the Modified Project is well below this number. As such, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), operational impacts with respect water supply and infrastructure capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to water supply and infrastructure capacity, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to water:

PDF P-1: The Modified Project would reduce indoor potable water demand by at least 20 percent below Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata.

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to water. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but has been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.2-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and

overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High-efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High-efficiency dual flush toilets in single-use bathrooms;
- High-efficiency urinals (~~0.5~~ 0.125 gallons per flush or less, includes waterless urinals);
- Restroom faucet flow rate of ~~1.5~~ 0.35 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of ~~2.0~~ 1.5 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High-efficiency clothes washers (water factor of 6.0 or less);
- High-efficiency dishwashers (ENERGY STAR rated);
- Use of tankless and on-demand water heaters as feasible;
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling; (Note: Single-pass cooling refers to the use of potable water to extract heat from process equipment)
- Irrigation system requirements:
  - Weather-based irrigation controller with rain shutoff;
  - Flow sensor and master valve shutoff (large landscapes);
  - Matched precipitation (flow) rates for sprinkler heads;
  - Drip/microspray/subsurface irrigation where appropriate;
  - Minimum irrigation system distribution uniformity of 75 percent;

  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
  - Use of landscape contouring to minimize precipitation runoff;
- Metering:
  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);
- Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.

(c) Solid Waste

The Certified EIR for the Original Stadium Project determined that the amount of solid waste generated during construction and operation of the Original Stadium Project would fall within the available permitted capacity of area landfills and recycling centers (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR). Therefore, the Certified EIR concluded that solid waste impacts associated with construction and operation would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-30–IV.I-31 of the Certified EIR. Although impacts would be less than significant, the Certified EIR included Mitigation Measures I.4-1 and I.4-2, which requires implementation of recycling programs during construction and operation, respectively, to further ensure that potential solid waste impacts remain less than significant.

As stated in the Certified EIR, construction of the Original Stadium Project would require the demolition of the existing Sports Arena. The Certified EIR estimated that approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated included concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The Certified EIR concluded that the amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant under the Original Stadium Project.

Like the Original Stadium Project, the Modified Project would require the demolition of the existing Sports Arena. The estimated amount of demolition debris from the Sports Arena (5.4 million cubic feet of debris according to the Certified EIR) would not change

under the Modified Project. As shown in Table 25 on page 191, construction of the Modified Project's stadium and Ancillary Uses would generate an estimated 1,478 tons of solid waste. Combined with the demolition of the Sports Arena, which was addressed in the Certified EIR but is provided herein for informational purposes, Modified Project demolition and construction activities would generate a total of 121,478 tons of solid waste. This estimate is conservative in that it does not account for implementation of Project Design Feature P-2, which reflects the Modified Project's commitment to utilize building materials with at least 20 percent recycled-contents. Additionally, pursuant to revised Mitigation Measure I.4-1, the Modified Project would implement a construction waste management plan to achieve a minimum 75-percent diversion from landfills, which exceeds the City of Los Angeles Green Building Code (Ordinance No. 181,480) requirement of 50 percent. Mitigation Measure I.4-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, and has been revised to reflect the specific diversion rate that would be implemented under the Modified Project. Therefore, following the implementation of this measure, a total of approximately 30,370 tons of construction and demolition waste from the Modified Project would be disposed of in area landfills that accept construction and demolition waste generated within the City of Los Angeles. As shown in Table 26 on page 192, the combined estimated remaining permitted capacity of these landfills is 156.28 million tons. The Modified Project's estimated generation of construction and demolition waste would represent approximately 0.02 percent of this total. Therefore, the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's construction and demolition-related solid waste disposal needs. Accordingly, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during construction would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-1 and Project Design Feature P-2. No additional mitigation measures are required.

With respect to solid waste generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in the amount of solid waste generated at the Project Site on an event day because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site, and maximum attendance of the stadium would be within historic attendance levels of the Sports Arena. Therefore, the Certified EIR concluded that any additional solid waste generated by the Original Stadium Project would not result in significant impacts on solid waste services.

As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, impacts associated with the stadium portion of the Modified

Table 25
Demolition and Construction Waste Generated by the Modified Project

Land Use	Size (gsf)	Generation Rate[a] (lbs/sf)	Total (tons)
Demolition			
Sports Arena	—	—	120,000[b]
Construction			
MLS Stadium	641,000	3.89	1,247
Ancillary Uses			
Conference Facilities	10,000	3.89	19
Museum	40,000	3.89	78
Team Store	15,000	3.89	29
Retail	15,000	3.89	29
Restaurant	14,000	3.89	27
Office	25,000	3.89	49
Subtotal for Construction	—	—	*1,478*
Total (prior to recycling)			**121,478**
Total (after 75 percent recycling)			**30,370**

gsf = gross square feet

lbs = pounds

[a] *U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998.*

[b] *Based on information in the Certified EIR (i.e., 5.4 million cubic feet) and applying a conversion factor of 1,200 lbs/cubic yard for construction and demolition waste (Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2013 Annual Report, Permitted Large Volume Solid Waste Transfer and Processing Facilities in Los Angeles County in 2013, Appendix E-4).*

Source: Eyestone Environmental, 2015.

Project would not change compared to levels analyzed in the Certified EIR. However, the Modified Project would include additional Ancillary Uses, which would operate in conjunction with the stadium on event days and could increase solid waste generation on maximum generation days as compared to levels analyzed in the Certified EIR. As shown in Table 27 on page 193, the Modified Project's Ancillary Uses would have the potential to generate an additional 348 tons of solid waste per year. This estimate is conservative as it does not account for the solid waste reduction features provided for in Project Design Feature P-3, below, or implementation of Mitigation Measure I.4-2 in the Certified EIR, which requires implementation of an on-site recycling plan to achieve an operational diversion rate of at least 40 percent. These measures are anticipated to substantially reduce solid waste generated by the Modified Project.

Table 26
Solid Waste Disposal and Estimated Remaining Capacity for Landfills That Serve the City of Los Angeles[a]

Landfill	Accepts Construction & Demolition Waste (Y/N)	Location	2013 Total Disposal (million tons)[b]	Estimated Remaining Permitted Capacity as of 12/31/13 (million tons)[c]
Class III				
Antelope Valley[d]	Y	Palmdale	0.463	12.01
Chiquita Canyon[e]	Y	Unincorporated	1.029	2.94
Lancaster[f]	Y	Lancaster	0.080	13.20
Sunshine Canyon City/County[g]	Y	Unincorporated	2.262	65.79
Class III Landfill Subtotal			*3.834*	*93.94*
Inert				
Azusa Land Reclamation	Y	Azusa	0.143	62.34
Inert Landfill Subtotal			*0.143*	*62.34*

[a] *Does not include the Calabasas Landfill, which is limited to accepting waste from within the Calabasas Wasteshed (as defined by Los Angeles County Ordinance No. 91-0003), which is composed of the incorporated cities of Hidden Hills, Agoura Hills, Westlake Village and Thousand Oaks; that portion of the City of Los Angeles bordered by the northerly line of Township 2 North on the north, Interstate Highway 405 on the east, Sunset Boulevard and the Pacific Ocean on the south, and the City boundary on the west; and certain unincorporated areas in the Counties of Los Angeles and Ventura.*

[b] *Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works' Solid Waste Information Management System.*

[c] *Estimated Remaining Permitted Capacity is based on landfill owner/operator's response in a written survey conducted by the Los Angeles County Department of Public Works in May 2013 as well as site-specific permit criteria established by local land use agencies.*

[d] *Proposed expansion approved in 2011, which increased capacity by approximately 9 million tons.*

[e] *Proposed expansion pending, which would increase capacity by approximately 48 million tons. Land Use Permit (LUP) limits waste disposal to 30,000 tons per week. LUP expires November 24, 2019.*

[f] *A new Conditional Use Permit (CUP) that allowed usage of the remaining design capacity of 12.3 million tons became effective on December 14, 2011.*

[g] *The combined Sunshine Canyon City/County Landfill became effective December 31, 2008, based on a memorandum of understanding between the City of Los Angeles and the County.*

Source: Eyestone Environmental, 2015, based on information from County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2013 Annual Report, May 2015.

As shown in Table 26, based on information provided in the Los Angeles County Integrated Waste Management Plan 2013 Annual Report, the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated

Table 27
Additional Solid Waste Potentially Generated by the Modified Project

Land Use	Size (sf)	Employees[a]	Solid Waste Generation Factor[b] (tons/unit/year)	Waste Generation (tons/year)
Conference Facilities	9,000	24	0.37	9
Office	21,250	102	0.37	38
Museum	36,000	49	1.87	92
Team Store and Other Retail	27,750	75	1.52	114
Restaurant	11,900	32	2.98	95
Total				**348**

sf = square feet

[a] *Refer to Table X in Section IV.M, Population, Housing, and Employment, of this Addendum for the calculation of the Modified Project's employment estimate.*

[b] *City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002. Waste generation factors are for: "Services—Business" (Conference Facilities and Office uses); "Other Industries" (Museum); "Retail—Remainder" (Team Store and Other Retail); and "Retail—Restaurants" (Restaurants).*

Source: Eyestone Environmental, 2015.

within the City of Los Angeles is estimated to be approximately 93.94 million tons. The estimated additional generation of 348 annual tons of solid waste from the Modified Project's Ancillary Uses would represent approximately 0.0004 percent of this total each year. Furthermore, the additional solid waste disposal associated with the Modified Project's Ancillary Uses would represent approximately 0.009 percent of the City's annual solid waste disposal quantity at these landfills in 2013 (i.e., approximately 3.8 million tons, as shown in Table 26 on page 192). Therefore, the Modified Project's estimated increase in solid waste generation as compared to levels analyzed in the Certified EIR would increase the City's solid waste stream by a negligible amount, and the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's operational solid waste disposal needs. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during operation would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-2. No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to solid waste, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to solid waste:

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content and shall be manufactured within a 500-mile radius of the Project Site.

PDF P-3: During operation, the Modified Project shall:

- Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control.
- Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria:
  - Bio-based materials and/or chemicals
  - Minimal presence of exposure to potentially harmful chemicals
  - No Volatile Organic Compounds (VOC)
  - Biodegradable
  - Non-toxic
  - Low flammability

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to solid waste. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the specific solid waste diversion commitment of the Modified Project:

EIR Mitigation Measure MM I.4-1: The ~~Project~~ Applicant shall develop a construction and demolition debris recycling program to divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills.

EIR Mitigation Measure MM I.4-2: The ~~Project~~ Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.

(d) Energy

The Certified EIR for the Original Stadium Project concluded that impacts with respect to energy conservation would be less than significant under the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.I-23 of the Certified EIR. Specifically, the Certified EIR determined that energy demands during construction would be typical of construction projects for similarly sized projects and would not necessitate additional energy facilities or distribution of infrastructure. During operation, peak and average electricity and natural gas demand from the Project Site would not increase compared to the existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR concluded that the existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy conservation would be less than significant.

As discussed in the Certified EIR, electricity is supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP). LADWP generates power from a variety of energy sources including hydropower, coal, gas, nuclear sources, and renewable resources such as wind, solar, and geothermal sources. According to LADWP's 2014 Power Integrated Resource Plan, LADWP has a net dependable generation capacity greater than 7,639 megawatts (MW).[100] During the 2013 fiscal year, the most recent year for which data is available, LADWP delivered a total of approximately 23.5 million megawatt-hours (MWh) of electricity to its customers.[101] Approximately 23 percent of

[100] *LADWP, 2014 Power Integrated Resource Plan, Section 1, Introduction, page 17, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[101] *LADWP, Power Facts and Figures, www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factand figures?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466462244888847, accessed August 11, 2015.*

LADWP's 2013 electricity purchases were from renewable sources, compared to 19 percent statewide.[102]

The Project Site is served by multiple underground electrical service conduit distribution systems along South Coliseum Drive, Martin Luther King, Jr. Boulevard, and Figueroa Street. There is also a series of above-ground power poles along the east side of Hoover Street. These poles support overhead power lines along Hoover Street and east along the southern limits of the Project Site, terminating just east of the existing VIP parking lot. At the point of termination, two underground conduits stem from the power pole, providing primary power to the Sports Arena.

As discussed in the Certified EIR, natural gas is supplied to the Project Site by the Southern California Gas Company (SCG). SCG receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.[103] Gas supply available to SCG from all sources was approximately 2.8 billion cubic feet (cf) per day in 2013 (the most recent year for which data are available).[104]

The Project Site is adjacent to several existing SCG mains as follows:

- 3-inch diameter lateral servicing the existing Sports Arena;
- 4-inch diameter main in South Coliseum Drive just north of the intersection with South Park Drive; and
- 12-inch diameter gas main in Martin Luther King, Jr. Boulevard.

Energy demands are also generated by mobile sources. According to the California Energy Commission, transportation accounts for nearly 40 percent of California's total energy consumption.[105] In 2013, California consumed 14.53 billion gallons of gasoline and

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[102] *LADWP, 2014 Power Integrated Resource Plan, Table D-1, LADWP's 2013 Power Content Label, page D-18, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[103] *California Gas and Electric Utilities, 2014 California Gas Report, pages 76-77, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[104] *California Gas and Electric Utilities, 2014 California Gas Report, page 30, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[105] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

2.74 billion gallons of diesel fuel.[106] Petroleum-based fuels currently account for 92 percent of California's transportation energy sources.[107] Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined. The California Energy Commission predicts that the demand for gasoline will continue to decline over the next ten years and there will be an increase in the use of alternative fuels.[108]

(i) Construction

As stated in the Certified EIR, during construction, energy would be consumed during the demolition, excavation, and construction phases of the Original Stadium Project. The Certified EIR determined that energy demands during construction would be typical of construction projects of similar types and sizes and would not necessitate additional energy facilities or distribution infrastructure. Therefore, the Certified EIR concluded that energy demands during construction would be less than significant. The Modified Project includes design changes to the proposed stadium and additional construction associated with the proposed Ancillary Uses. Therefore, the Modified Project could result in additional energy consumption during the construction phases beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the construction-related energy consumption of the entire Modified Project, including the proposed stadium.

As shown in Table 28 on page 198, approximately 59,767 kWh of electricity, approximately 121,516 gallons of gasoline, and approximately 217,244 gallons of diesel fuel would be consumed during Modified Project construction. Electricity would be consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. Overall, construction activities associated with the Modified Project would require limited electricity use that would not have an adverse impact on available electricity supplies. Construction activities typically do not involve the consumption of natural gas. The petroleum-based fuel use summary provided in Table 28 represents the highest amount of energy that could be

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[106] *California Board of Equalization, Net Taxable Gasoline Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/MVF_10_Year_Report.pdf; and Net Taxable Diesel Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/Diesel_10_Year_Report.pdf, accessed August 11, 2015.*

[107] *California Energy Commission. 2015–2016 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program, November 2014, www.energy.ca.gov/2014publications/CEC-600-2014-009/CEC-600-2014-009-SD.pdf, accessed August 11, 2015.*

[108] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

Table 28
Summary of Energy Use During Modified Project Construction

	Unit	Modified Project
Electricity		
Water Conveyance	kWh	59,767
Construction Activities	kWh	N/A[b]
Total	**kWh**	**59,767**
Gasoline		
On-Road Vehicles	Gallons	121,516
Off-Road Equipment	Gallons	0
Total	**Gallons**	**121,516**
Diesel		
On-Road Vehicles	Gallons	102,393
Off-Road Equipment	Gallons	114,852
Total	**Gallons**	**217,244**

kWh = kilowatt hours

[a] *Energy usage during Project construction is calculated for the duration of the construction period.*

[b] *Electricity usage associated with lighting during construction and other construction activities necessitating electrical power is not easily quantifiable. Such electricity demand would be nominal and temporary and would cease upon the completion of construction.*

Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

consumed during Modified Project construction. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Consistent with the conclusions in the Certified EIR, energy demands during Modified Project construction would be typical of construction projects of similar types and sizes, and would not necessitate additional energy facilities or distribution infrastructure. Thus, the Modified Project's consumption of electricity and transportation-fuel would continue to be temporary and typical of similarly sized construction projects. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to construction-related energy demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

The Certified EIR determined that peak and average electricity and natural gas demand from the Project Site would not increase since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR determined that existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy would be less than significant. While impacts would be less than significant, the Certified EIR included mitigation measures to reflect LADWP-recommended energy efficiency features, which would further reduce impacts. As the Modified Project includes design changes to the proposed stadium, changes to the stadium's operational program, and additional construction associated with the Ancillary Uses, the Modified Project could result in additional energy consumption beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the operational-related energy consumption of the entire Modified Project, including the proposed stadium.

Operational impacts related to energy are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to supplies and overall energy efficiency). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic peak attendance level of the Sports Arena (i.e., a maximum attendance of 55,132 attendees was recorded in 2009, as shown in Table II-3 in the Certified EIR). In addition, the Modified Project would implement energy conservation features under the Los Angeles Green Building Code that were not required when the Original Stadium Project was approved. Therefore, energy impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase in energy consumption compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day electricity and natural gas consumption beyond levels analyzed in the Certified EIR would result from concurrent operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated electricity and natural gas consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, this analysis presents the estimated peak daily electricity and natural gas consumption of the entire Modified Project, including the stadium component, on an event day.

As shown in Table 29 and Table 30 on pages 200 and 201, the Modified Project's total estimated electricity demand on an event day would be approximately

Table 29
Modified Project Event Day Electricity Consumption

Facility Description	Quantity	Consumption Rate (kWh/unit/year)[a]	Total Average (kWh/day)[b]
Original Stadium Project Uses			
Stadium	253,400 gsf	53.30[c,d]	37,003
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	10.5[e]	288
Museum	40,000 gsf	10.5[e]	1,151
Team Store and Other Retail	30,000 gsf	13.55	1,114
Restaurant	14,000 gsf	47.45	1,820
Office	25,000 gsf	12.95	887
Subtotal Additional Uses			*5,260*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**42,263**

gsf = gross square feet

[a] *Usage Factors are based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Uses higher "event day" consumption rate for stadium as the stadium would consume more electricity on event days compared to non-event days.*

[d] *Corresponding rate not available for this land use. Therefore, the highest rate, "Food Store," was applied.*

[e] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

42,263 kilowatt-hours (kWH), of which 37,003 kWh would be associated with the stadium and 5,260 kWh would be associated with the proposed Ancillary Uses. The Modified Project's total estimated natural gas demand on an event day would be approximately 140 therms[109] per day, of which 16 therms would be associated with the outdoor stadium and 124 therms would be associated with the proposed Ancillary Uses. To provide a conservative analysis, these estimates are based on gross square footage (rather than floor area). Furthermore, they conservatively do not account for implementation of the energy conservation features discussed below.

[109] *1 Therm = 100,000 British thermal units (Btu) = 100 cubic foot (sf).*

Table 30
Modified Project Event Day Natural Gas Consumption

Facility Description	Quantity	Consumption Rate (therms/sf/year)[a]	Total Average (therms/day)[b]
Original Stadium Project Uses			
Stadium	25,340 gsf[c]	0.23	16
Additional Ancillary Uses Under Modified Project			
Conference Facilities[d]	10,000 gsf	0.23	6
Museum[d]	40,000 gsf	0.23	25
Team Store and Other Retail	30,000 gsf	0.05	4
Restaurant	14,000 gsf	2.10	81
Office	25,000 gsf	0.11	8
Subtotal Additional Uses			*124*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**140**

gsf = gross square feet

[a] *Usage Factors are based on Table 8-5 of California Commercial End-Use Survey, March 2006. 1 Therm = 100,000 Btu = 100 cubic foot.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Assumes 10 percent of stadium consumes gas (typical of open-air sports arenas).*

[d] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

According to the Infrastructure Report, off-site electrical and natural gas service is available for the Project Site, and LADWP and SCG have confirmed that existing infrastructure has adequate capacity to serve the peak demand of the Modified Project (see Appendix R, Infrastructure Report). As stated in the Certified EIR, depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Applicant may be financially responsible for some on-site infrastructure improvements. Such improvements may include installation of meters and/or service lateral connections, or the relocation of service laterals or the undergrounding of power lines necessary to serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to electricity and natural gas infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

While the stadium's energy demand on an event day would be substantially the same as that of the Original Stadium Project (i.e., comparable or less than existing event-

day demand under the Sports Arena), the number of events held at the stadium on an annual basis could increase under the Modified Project as compared to levels projected under the Original Stadium Project. As shown in Table II-2 and Table II-3 in Section II, Project Description, of the Certified EIR, the existing Sports Arena hosts an average of 69 events a year (29 weekday events and 40 weekend events). Based on the programming proposed for the Modified Project, up to 88 stadium events could occur each year. In addition, the proposed Ancillary Uses would be operational up to seven days a week. Therefore, the following analysis estimates the annual operational energy consumption for the entire Modified Project to assess (1) whether adequate energy supplies are available to serve the Modified Project, and (2) the extent to which the Modified Project would incorporate energy conservation features to avoid wasteful, inefficient, and unnecessary consumption of energy. In accordance with Appendix F of the CEQA Guidelines, the estimate of the Modified Project's annual energy consumption includes estimated transportation energy consumption.

As shown in Table 31 on page 203, a total of approximately 5,019,673kWh of electricity, approximately 50,978 therms of natural gas, approximately 1,057,248 gallons of gasoline, and approximately 180,542 gallons of diesel fuel would be consumed annually during Modified Project operation. The annual electricity and natural gas shown in Table 31, reflects the Modified Project's consumption of electricity and natural gas after implementation of project design features, regulatory requirements, and mitigation measures, which are provided below. The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project) for nonresidential construction.[110] Therefore, while the Modified Project would represent an increase in annual energy consumption over existing conditions with the Sports Arena due to the additional number of events and proposed Ancillary Uses, the Modified Project would be more energy efficient than both the Sports Arena and the Original Stadium Project. With regard to transportation energy consumption, the gasoline and diesel fuel usage estimates provided reflect internalization and the use of transit by people visiting the Project Site. In particular, the Expo Light Rail Line had not been completed when the

[110] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 31
Summary of Annual Energy Use During Modified Project Operation

	Unit	Existing Sports Arena[a]	Modified Project Without Project Features[b,c]	Modified Project With Project Features	Percent Reduction from Project Features	Net Annual Energy Use
Electricity						
Electricity (building)	kWh/Year	2,207,477	6,012,376	4,809,901	-20%	2,602,424
Electricity (water)	kWh/Year	41,242	239,793	209,772	-13%	168,530
Total Electricity	kWh/Year	2,248,719	6,252,169	5,019,673	-20%	2,770,954
Natural Gas	Therms	48,316	50,978	50,978	0%	2,662
Mobile						
Gasoline	Gallons	277,274	1,464,954	1,057,248	-28%	779,974
Diesel	Gallons	47,349	250,164	180,542	-28%	133,193

[a] *Assumes 69 events per year, consistent with the Certified EIR.*
[b] *Based on the Infrastructure Report included in Appendix R of this Addendum.*
[c] *Assumes 88 events per year, pursuant to the Modified Project program.*
Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

Original Stadium Project was analyzed in the Certified EIR. This rail line now provides substantial access to the Project vicinity via public transit and provides a substantial source of conservation of transportation energy. As shown in Table 31 on page 203, the Modified Project's conservation features would result in a reduction of energy use of 12 to 20 percent. Therefore, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

With respect to energy supplies, the Modified Project would result in a net increase in 2,770,954 kWh/year in electricity consumption when accounting for the removal of the existing Sports Arena. Based on LADWP's 2014 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in 2018 (the Modified Project's buildout year) will be 22,807 gigawatt-hours (GWh) of electricity.[111,112] As such, the Modified Project-related net increase in annual electricity consumption of 2,770,954 kWh/year would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018. Therefore, it is anticipated that LADWP's existing and planned electricity supplies would be sufficient to support the Modified Project's electricity demand. Impacts would be less than significant and no mitigation is required.

As stated above, the Modified Project's estimated net increase in annual gas consumption is 50,978 therms. Based on the California Energy Commission's staff demand forecast for the 2014–2024 period, annual natural gas supply within SoCalGas's service area is estimated to be approximately 7,161 million therms in 2018. [113,114] Therefore, the Modified Project would account for approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area. Therefore, it is anticipated that SCG's existing and planned natural gas supplies would be sufficient to support the Modified Project's net increase in demand for natural gas. Impacts would be less than significant and no mitigation is required.

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[111] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[112] *LADWP, 2014 Power Integrated Resource Plan, Appendix A, Table A-1, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 5, 2015.*

[113] *Demand was interpolated between 2015 and 2020 estimates.*

[114] *The California Energy Commission's forecast includes three scenarios: a high energy demand case, a low energy demand case, and a mid energy demand case. The consumption forecast for the low energy demand case is used in this calculation to provide a conservative analysis of the Project (i.e., the Project would represent a greater percentage of overall demand under this scenario). California Energy Commission, Commission Final Report, California Energy Demand 2014–2024 Final Forecast, January 2014, p. 63, www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V1-CMF.pdf, accessed August 12, 2015.*

Based on the analysis above, and consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to operational-related energy demand would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to operational-related energy demand, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

The Modified Project would also implement the following Project Design Features related to energy conservation:

PDF P-4: The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf.

PDF P-5: The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program.

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to energy. These mitigation measures would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in

Appendix A of this Addendum, but have been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.3-1: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

EIR Mitigation Measure MM I.3-2: The ~~Project~~ Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air conditioning equipment in accordance with building demands; ~~and~~
- The isolation of air conditioning to any selected floor to floors; and
- Where feasible, reduce building conditioning load by reducing the amount of conditioned building area.

EIR Mitigation Measure MM I.3-3: The ~~project~~ Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted.

EIR Mitigation Measure MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from buildings, via ceiling plenum, shall be used to reduce cooling loads in warm weather.

EIR Mitigation Measure MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

EIR Mitigation Measure MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. ~~Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.~~

EIR Mitigation Measure MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the

issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

EIR Mitigation Measure MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

EIR Mitigation Measure MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated.

EIR Mitigation Measure MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible:

- Exterior walls abutting to conditioned spaces: R-60
- Roof areas abutting conditioned spaces: R-80[115]

EIR Mitigation Measure MM I.3-11: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

EIR Mitigation Measure MM I.3-12: The ~~Project~~ Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.

EIR Mitigation Measure MM I.3-13: The ~~Project~~ Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

EIR Mitigation Measure MM I.3-14: The ~~Project~~ Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

EIR Mitigation Measure MM I.3-15: The ~~Project~~ Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption

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[115] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

EIR Mitigation Measure MM I.3-16: The ~~Project~~ Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

EIR Mitigation Measure MM I.3-17: Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

EIR Mitigation Measure MM I.3-18: The ~~Project~~ Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

EIR Mitigation Measure MM I.3-19: Design Project shall focus pedestrian activity within sheltered outdoor areas.

Q. Cumulative Impacts

CEQA requires that the analysis of potential project impacts include cumulative impacts. CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts."[116] This analysis of cumulative impacts need not be as in-depth as what is performed relative to the project, but instead is to "be guided by the standards of practicality and reasonableness."[117]

The Certified EIR analyzed the potential cumulative impacts of the Original Stadium Project (see Section IV.K, Cumulative Impacts, in the Certified EIR). The Certified EIR's analysis of cumulative impacts was based on a list of individual related projects in the Project Site area that were known at the time the Certified EIR was prepared (see Table IV.K-1 on page IV.K-2 of the Certified EIR). The Certified EIR analysis concluded that the Original Stadium Project would result in significant and unavoidable cumulative impacts with respect to construction-related air quality, and less than significant cumulative impacts with respect to aesthetics, operational air quality, GHG emissions, historic resources, land use, noise, fire protection, wastewater, water, electricity, natural gas, solid waste, parking, and traffic. Cumulative impacts with respect to agriculture and forestry resources, biological resources, archaeological and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population/housing/employment, police services, schools, parks and recreational facilities, libraries, and construction traffic were not assessed in detail in the Certified EIR.

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[116] *State CEQA Guidelines, 14 California Code of Regulations, § 15355, et seq.*

[117] *Ibid, § 15355.*

An updated list of related projects in the Project Site vicinity is provided in Table 4 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum. As the following analysis indicates, the Modified Project would not result in new significant cumulative impacts or increase the severity of significant cumulative impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project's cumulative impacts is necessary.

- *Aesthetics*—Impacts to aesthetics resources have the potential to be cumulatively considerable if a project's development in conjunction with related project development were to substantially block existing views of visual resources or negatively alter the visual character of the area. As analyzed above, views of visual resources would not be significantly impacted by the Modified Project. In addition, new buildings constructed as part of the Modified Project would be compatible with existing buildings within the Project Site vicinity. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures. No other related projects are immediately adjacent to or within the Modified Project's primary viewsheds. Accordingly, none of the related projects when viewed with the Modified Project would have the potential to adversely affect views or the visual character of the area. Further, through the environmental review and/or plan check processes, related projects would be reviewed on a case-by-case basis by the City and/or Coliseum Commission to ensure that they comply with applicable LAMC requirements regarding building heights, setbacks, massing, and lighting. Thus, consistent with the Certified EIR analysis, cumulative impacts associated with aesthetics would be less than significant.

- *Agriculture and Forestry Resources*—The Project Site area is highly urbanized and no agricultural or forestry lands or uses exist. Implementation of the Modified Project and related projects in the Project Site vicinity would not convert farmland to non-agricultural use or result in the loss of forest land. Thus, no cumulative impacts related to agricultural resources or forestry resources would occur.

- *Air Quality*—As stated in the Certified EIR, according to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed above, impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project,

albeit less than levels analyzed in the Certified EIR. Therefore, consistent with the analysis in the Certified EIR for the Original Stadium Project, cumulative impacts related to construction air quality would be significant and unavoidable under the Modified Project. However, the Modified Project's contribution to cumulative impacts would be reduced compared to that of the Original Stadium Project.

As stated in the Certified EIR, according to SCAQMD methodology for assessing cumulative operational impact, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or State ambient air quality standard. As discussed above, operational air quality impacts under the Modified Project would be less than significant at the project level. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts would be less than significant under the Modified Project.

- *Biological Resources*—As discussed above, the Modified Project would result in less-than-significant impacts associated with biological resources. The Project Site vicinity is highly urbanized and no special status species, wetlands, or habitats supporting such resources are located in the Project Site vicinity. Therefore, it is not anticipated any of the related projects in the Project Site vicinity would significantly impact biological resources. Related projects would also be required to comply with both the City of Los Angeles' Protected Tree Ordinance, as well as the provisions of the Street Tree Ordinance and the Migratory Bird Treaty Act. Thus, cumulative impacts related to biological resources would be less than significant.

- *Cultural Resources*—The Project Site vicinity is located within an urbanized area that has been substantially disrupted over time. In the event that archaeological and/or paleontological resources are uncovered, each related project would be required to comply with regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of archeological and paleontological resources. Thus, the Modified Project would not contribute to any cumulative impacts associated with archaeological or paleontological resources.

  With regard to historic resources, as discussed above, like the Original Stadium Project, the Modified Project would result in significant and unavoidable project-related impacts to historic resources due to the demolition of the existing Sports Arena. Impacts on the adjacent Coliseum would be less than significant because the Modified Project has been designed in a manner so as not to interfere with the historical integrity of the Coliseum. Impacts to historic resources are generally site-specific, and related to the proximity of a given project to an

identified historic resource. As previously discussed, the two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site, as well as viewsheds of the Project Site and the Coliseum, is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures, as well as the Coliseum and other identified historic resources within Exposition Park. Additionally, these related projects do not involve historic resources that are significant within the same historic context as the Sports Arena. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts to historic resources would be less than significant.

- *Geology and Soils*—Due to their site-specific nature, geology impacts are typically assessed on a project-by-project basis for a particular localized area. Cumulative development has the potential to expose a greater number of people to seismic hazards, depending on the geologic conditions in a given area. As discussed above, the Project Site is generally flat in nature, does not contain known active faults, and is not within a mapped liquefaction potential investigation zone, mapped landslide area, or Methane Zone. It is therefore expected that related projects in the immediate vicinity of the Project Site would have similar geologic conditions, such that cumulative development would not have the potential to impose substantial safety risks to people, structures or infrastructure. However, as with the Modified Project, related projects would be subject to local, State, and federal regulations and standards for seismic safety to ensure potential impacts would be avoided. Thus, cumulative impacts related to geology and soils would be less than significant.

- *Greenhouse Gas Emissions*—As evaluated above, the Modified Project would not result in significant greenhouse gas emissions. Further, the analysis of greenhouse gas emissions is cumulative in nature. Thus, the Modified Project would not result in significant cumulatively considerable impacts associated with greenhouse gas emissions, consistent with the Certified EIR analysis for the Original Project. Cumulative impacts would be less than significant.

- *Hazards and Hazardous Materials*—As with the Modified Project, all related development located within the vicinity of the Project Site would be subject to local, regional, State, and federal regulations pertaining to hazards and hazardous materials. Therefore, with adherence to such regulations, development of the Modified Project and related projects would not result in cumulatively significant impacts with regard to hazards and hazardous materials.

- *Hydrology and Water Quality*—Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Modified Project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than 1 acre, compliance with SUSMP requirements during operation and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Furthermore, as discussed above, the Modified Project would not increase runoff from the Project Site as compared to existing conditions or provide for uses that generate substantial pollutants. Therefore, the Modified Project's hydrology/water quality impacts would not be cumulatively considerable, and cumulative impacts related to hydrology/water quality would be less than significant.

- *Land Use and Planning*—As with the Modified Project, related projects would be reviewed on a case-by-case basis to ensure consistency with existing land use policies and regulations. Where inconsistencies occur, it is anticipated that appropriate actions would be undertaken to ensure that land use impacts would be less than significant. Furthermore, no related projects that could cause land use incompatibility are known to be located within Exposition Park or in the immediate vicinity of the Project Site. Thus, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative land use impacts would be less than significant.

- *Mineral Resources*—As the Project Site is not located within a mineral producing area, the Modified Project would not result in the loss of a locally-important mineral resource recovery site. Furthermore, no mineral resources or extraction operations for such resources occur in the Project Site vicinity. Therefore, cumulative impacts associated with the loss of mineral resources would not occur.

- *Noise*—Short-term cumulative construction-noise impacts in the immediate vicinity of the Project Site could occur if related projects in close proximity to the Project Site are under construction during the same time period as the Modified Project. As stated above, impacts with respect to construction noise would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. However, based on the distance between the related projects the Project Site and the presence of existing intervening structures, construction noise from the related projects would not be anticipated to combine with that of the Modified Project to a measureable extent. Furthermore, related projects would be required to comply with LAMC requirements related to construction noise, including limitations on hours when construction and demolition activities are allowed to occur, and would be

required to mitigate construction noise to the extent feasible pursuant to CEQA. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative construction noise impacts would be less than significant.

As discussed above, impacts with respect to operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. These projects involve interior expansions of the existing museum facilities, and are not anticipated to result in large, outdoor events that would occur simultaneously with events at the Project Site. Based on the distance between the related projects the Project Site and the presence of existing intervening structures, noise from outdoor crowds would not be anticipated to combine to result in significant cumulative impacts. Furthermore, the Applicant would coordinate with the California African American Museum and the California Science Center regarding the scheduling of events to minimize noise, traffic, and parking impacts to the extent feasible. Additionally, as described above, under existing conditions the Coliseum currently hosts outdoor events with approximately 93,000 attendees. Pursuant to Mitigation Measure J-1 in the Certified EIR, the Coliseum Commission is required to schedule events at the Coliseum and Sports Arena in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. Accordingly, noise from operations of the Modified Project in combination with noise from events at the Coliseum is not anticipated to result in a substantial increase above existing conditions. Further, the analysis of operational noise impacts in Section IV.L, Noise, on page 119 of this Addendum, which concluded that operational noise impacts associated with traffic would be less than significant, considers future traffic levels and is therefore cumulative by nature. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative operational noise impacts would be less than significant.

- *Population/Housing/Employment*—As discussed above, no residential population or housing units would be introduced by the Modified Project. In addition, the Project Site is located in an urbanized area with infrastructure that is already in place. Thus, the Modified Project would not induce substantial population growth or displace substantial numbers of people, and the Modified Project's impacts to population and housing would not be cumulatively considerable. In addition, while related projects would cumulatively increase population in the area, such increases are expected to be within City and SCAG growth forecasts. Thus, cumulative impacts associated with population and housing would be less than significant.

- *Public Services*—Development of the Modified Project in conjunction with related projects would cumulatively increase the demand for fire services. However, as discussed above, all three fire stations serving the Project Site area are achieving response times that are less than the Citywide average, and therefore can accommodate additional demand. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, all of the related project's plans would be reviewed by the LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD requirements and LAMC requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be below a level of significance. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative impacts to fire protection would be less than significant.

  Development of the Modified Project in conjunction with related projects would also cumulatively increase the demand for police services. As discussed above, the Certified EIR determined that the Original Stadium Project's potential impacts to police services would be less than significant, and since the Certified EIR was approved the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved and violent crimes and property crimes in the area have decreased. Therefore, while the Southwest Area Police Station can accommodate additional demand from cumulative development, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, it is anticipated that related projects would be reviewed by the LAPD to ensure that sufficient security measures would be implemented to reduce potential impacts to police protection services. Furthermore, given the Modified Project's proposed security design features, the Modified Project's contribution to cumulative impacts to police protection would not be cumulatively considerable and would be less than significant.

  As discussed above, payment of developer impact fees in accordance with Senate Bill 50 and pursuant to Section 65995 of the California Government Code

would ensure that the impacts of the Modified Project on school facilities would be less than significant. Related projects would also be required to pay the developer impact fee. As also discussed above, the Modified Project would not result in a significant impact on library services and facilities. In addition, much of the growth associated with the Modified Project and related projects is already accounted for in the service population projections made by the LAPL. Therefore, the Modified Project would not contribute to a cumulatively considerable impact with regard to schools and libraries. Cumulative impacts would be less than significant.

- *Recreation*—The Modified Project does not include residential uses that generate a direct need for recreational services. Furthermore, related projects would be required to provide open space and recreational amenities or comply with the parks and open space requirements established by the LAMC. Finally, the Modified Project is providing approximately 143,000 square feet of improved public open space within Exposition Park, which will provide new open space amenities for area residents, including new residents associated with related projects. Thus, cumulative impacts with respect to recreation would be less than significant.

- *Traffic*—As discussed in Section IV.O, Traffic/Transportation/Parking on page 149 of this Addendum, cumulative traffic impacts of the Modified Project in conjunction with related projects would be less than significant.

- *Water and Wastewater*—Due to shared urban infrastructure, the Modified Project and related projects would cumulatively increase wastewater generation and water consumption. However, utility system capacity must be demonstrated during the approval process for each related project. As the service providers conduct ongoing evaluations to ensure that facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant. Furthermore, the Modified Project's increase in average daily wastewater flow would represent approximately 0.02 percent of the current remaining available capacity of the Hyperion Treatment Plant, and the estimated net increase in water demand would comprise less than 0.008 percent of the water demand for the City in 2018. Therefore, the Modified Project's impacts with respect to wastewater treatment capacity and water supply would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Solid Waste*—The Modified Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the Modified Project's estimated increase in solid waste generation would represent approximately 0.0004 percent

of the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated within the City of Los Angeles. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, the Modified Project's impacts with respect to solid waste would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Energy*—Development of the Modified Project and related projects would increase the use of electricity and natural gas. Nevertheless, as required by the City Building Code, the Modified Project and all related projects would incorporate Title 24 Energy Efficiency Standards into their project design. In addition, new buildings would be subject to the requirements of the City's Green Building Ordinance which incorporates CALGreen requirements. Therefore, the Modified Project and related projects would achieve the highest standards of energy efficiency mandated by applicable regulations. Furthermore, as discussed above, the net increase in electricity and natural gas usage associated with the Modified Project would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018 and approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area, respectively. Therefore, the Modified Project's impacts with respect to energy would not be cumulatively considerable, and cumulative impacts would be less than significant.

V. Conclusion

As demonstrated by the discussion above, all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project is necessary. A revised MMP containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Errata 1

Addendum to the EIR for the Los Angeles Memorial Sports Arena Redevelopment Project

A. Background and Introduction

An Environmental Impact Report (EIR) for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059) was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities (Original Stadium Project).

Subsequent to certification of the EIR by the Coliseum Commission, the University of Southern California (USC) leased the Project Site and the Los Angeles Football Club (LAFC) acquired an MLS franchise. LAFC and USC have proposed modifications to the Original Stadium Project that were addressed in an Addendum to the Certified EIR dated September 2015. These changes, referred to as the Modified Project, include a reconfigured stadium, together with approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) for office and conference facility space, a “World Football” museum, a team store or other retail space, and restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations. The Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the Addendum and the record and that none of the events requiring preparation of a Subsequent or Supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines section 15162 have occurred.

This Errata has been prepared to address a specific correction and addition to the Addendum as set forth below.

B. Correction and Addition to the Addendum

The following correction and addition to Project Design Feature P-2 in Section P. Utilities and Service Systems of the Addendum has been made to address a typographical error. The deletion is shown with ~~strikethrough~~ and the addition is shown with underline.

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content ~~and~~ or shall be manufactured within a 500-mile radius of the Project Site.

C. Effect of Correction and Addition

The correction and addition to Project Design Feature P-2 merely corrects a typographical error. Furthermore, the provisions regarding a minimum 20 percent use of pre-consumer and post-consumer recycling content and the use of building materials and products manufactured within a 500-mile radius of the Project Site do not affect any of the calculations or conclusions with regard to the analysis of solid waste or any other impact area analyzed in the Certified EIR or the Addendum. With or without the implementation of Project Design Feature P-2, impacts regarding solid waste would be less than significant. Therefore, the clarifications to the Addendum would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Certified EIR and Addendum. Thus, none of the conditions in Public Resources Section 21166 or Section 15162 of the CEQA Guidelines have occurred.

SECOND ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

May 2017

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SECOND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

I. Introduction

This document is an Addendum to the previously certified Los Angeles Memorial Sports Arena Redevelopment Project (Project) Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR) and associated First Addendum, which were certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) as Lead Agency on February 2, 2011, and September 17, 2015, respectively. Those documents were prepared in accordance with the California Environmental Quality Act (CEQA), with the City of Los Angeles (City) acting as a Responsible Agency. This document is referred to herein as the Second Addendum and addresses potential physical environmental effects associated with the currently proposed temporary extension of construction hours for the Project. Specifically, and as discussed and analyzed further below, the only proposed physical change to the Project relates to the temporary extension of construction hours, and none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The previously Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011). Additional CEQA analysis was conducted regarding modifications to the Project and was included in a First Addendum to the Certified EIR (September 2015). A summary of these documents and associated Project changes is provided below.

The Certified EIR analyzed the demolition of the Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City of Los Angeles (City) and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After certification of the Certified EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.[1] The Modified Project also included signage and lighting programs to support stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Coliseum District Specific Plan (Specific Plan), the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations.

The Project Applicant, LAFC, now seeks to temporarily extend construction hours during evening/nighttime hours for a limited duration of approximately four months; no other modifications to the Project are proposed. To temporarily extend construction hours, LAFC is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately four months: (1) a daytime shift to operate during the hours of approximately 7:00 A.M. to 5:00 P.M. (Daytime Shift); and (2) a nighttime shift to operate during the hours of approximately 7:00 P.M. to 5:00 A.M. (Nighttime Shift). No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.[2]

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[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[2] *LAMC Section 41.40 prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M.*
(Footnote continued on next page)

In addition to seeking approval from the Los Angeles Board of Police Commissioners, LAFC is seeking a clarification to Code Required Measure CR G-2 from the adopted Mitigation Monitoring Program, which provides: "The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday."

Construction activities during the proposed Nighttime Shift would occur within two separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, however, no welding activities would be undertaken. Equipment operating in Work Area I during the Nighttime Shift would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work in this area would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift. Equipment operating in Work Area II during the Nighttime Shift would be limited to a crawler crane, forklift, and truck. During the Nighttime Shift, approximately six light fixtures would be operated on the Project Site, all of which would be electric powered. The lights would be approximately 18 to 20 feet tall; within Work Area II these fixtures would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing the Project Site before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Second Addendum is to analyze the temporary extension of construction hours to enable the Nighttime Shift and to determine whether that temporary extension of construction hours would result in any new significant environmental impacts that were not identified in the Certified EIR or First Addendum, or whether the previously identified significant impacts would be substantially more severe. This Second Addendum is intended to support the proposed clarification to Code Required Measure CR G-2 and the request to the Los Angeles Board of Police Commissioners to temporarily extend construction hours.

As demonstrated below, this Second Addendum shows that all of the potential environmental impacts associated with the temporary extension of construction hours

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Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or a national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

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Figure 1
Proposed Nighttime Shift Work Areas

Source: Los Angeles Football Club, 2017.

would be within the envelope of impacts evaluated in the Certified EIR and First Addendum. Therefore, the temporary extension of construction hours would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR and First Addendum.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 requires the preparation of a subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, construction of the Project with the temporary extension of construction hours would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, the current proposal to temporarily extend construction hours does not involve any substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR or the Modified Project analyzed in the First Addendum would be undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR and First Addendum were certified. Therefore, the minor changes associated with the proposed temporary extension of construction hours do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR and First Addendum are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed temporary extension of construction hours.[3]

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[3] *See CEQA Guidelines Section 15164(a).*

III. Comparative Analysis of Temporary Extension of Construction Hours

The analyses provided below address the environmental issues evaluated in the Certified EIR and First Addendum and focus on any potential changes in environmental impacts that could result from the temporary extension of construction hours. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and First Addendum for those impact areas that could be implicated by the temporary extension of construction hours to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result from the temporary extension of construction hours or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the temporary extension of construction hours would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the First Addendum.

A. Aesthetics (Construction)

(a) Visual Character and Views

Construction-related visual character and views impacts associated with the Original Stadium Project were not assessed in detail in the Certified EIR. However, the First Addendum concluded that impacts with respect to visual character and views during construction of the Modified Project would be less than significant.

Project construction activities associated with the temporary extension of construction hours would be substantially similar to those of the Modified Project and would involve the same general footprint and areas of disturbance. The nature of construction activities would be unchanged, and additional construction equipment or construction barriers are not proposed. As such, construction of the Project with the temporary extension of construction hours would not affect the construction-phase analysis of visual character and views provided in the First Addendum. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(b) Light and Glare

The Certified EIR and First Addendum concluded that light and glare impacts associated with proposed construction under the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation.

The First Addendum specified the Modified Project would implement Code Required Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Accordingly, the First Addendum explained construction lighting would be both temporary and limited to short durations during the winter season, as construction activities typically do not require lighting during daylight hours. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. As such, the First Addendum determined uses that are not adjacent to the Project Site would not be substantially affected by construction lighting or daytime glare. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities. Thus, through implementation of Code Required Measure CR G-2 and Project Design Feature A-1 and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant.

The proposed extension of construction hours would temporarily extend the hours during which construction lighting may be used on-site beyond the hours provided in Code Required Measure CR G-2. Project construction lighting would continue to comply with the light intensity requirements of the LAMC, and Project Design Feature A-1, which provides for perimeter screening of the Project Site to limit views of construction activities, would be implemented. As previously described, construction lighting during the proposed Nighttime Shift would be limited to six electric-powered light fixtures of approximately 18 to 20 feet in height. Approximately three light fixtures would operate within Work Area I, and approximately three light fixtures would operate within Work Area II. Within Work Area II, all light fixtures would be located below grade. In addition, all light fixtures would be directionally angled downward and positioned on the Project Site to avoid light spill onto any properties located outside of Exposition Park. For light-sensitive uses to the south and east, the distance from the on-site nighttime construction lighting located at grade level combined with intervening development and roadways that include illuminated signage, street lights, and vehicle headlights, would limit the effects of night lighting. Furthermore, existing street trees along both sides of Martin Luther King Jr. Boulevard and existing residential landscaping would help block any potential light emissions that could affect light-sensitive uses to the immediate south. With implementation of the additional measures provided below in the proposed clarification to Code Required Measure CR G-2, which require that all lights during the Nighttime Shift be positioned to avoid light spill, and given the limited lighting proposed during the temporary extension of construction hours, light and glare impacts would remain less than significant during the temporary extension of construction hours.

(c) Aesthetics Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to aesthetics (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of the revised and clarified measure shown below. Specifically, Code Required Measure CR G-2 would be clarified as follows (new text is underlined).

Code Required Measure CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday <u>except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:</u>

- <u>Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses</u>;
- <u>Utilize additional sound blankets and sound walls to reduce noise levels;</u>
- <u>Disable all equipment back up bells;</u>
- <u>Prohibit crane horns for signaling;</u>
- <u>Limit the use of radio contact on-site;</u>
- <u>Use electricity to power lighting to reduce noise levels;</u>

- Position lighting to avoid spill onto properties outside of Exposition Park;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

B. Air Quality (Construction)

(a) Construction

The Certified EIR concluded that air quality impacts associated with construction of the Original Stadium Project would be significant and unavoidable for regional emissions of nitrogen oxides (NO_X) and reactive organic compounds (ROG) and less than significant for localized emissions of all pollutants. The First Addendum determined that while regional construction emissions under the Modified Project would be less than those of the Original Stadium Project for most pollutants, peak daily emissions of NO_X and volatile organic compounds (VOC) would still exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds despite mitigation, resulting in a significant and unavoidable impact.[4] With respect to localized construction impacts, the Modified Project would generate greater localized emissions than the Original Stadium Project, but such emissions would remain below their respective SCAQMD Localized Significance Threshold (LST). Accordingly, such impacts would be less than significant.

Overall, Project construction activities would be the same as those described in the First Addendum for the Modified Project. While the proposed temporary extension of construction hours would extend the duration of construction on the Project Site on a daily basis, the intensity of construction activities at any given time of day may be reduced. Specifically, by extending the construction hours less equipment would need to operate on-site during the Daytime Shift and equipment that would otherwise have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day. As construction-related air quality impacts are based on maximum daily emissions generated by peak daily activity, and peak daily activity would not increase due to spreading construction activities over two shifts, no

[4] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

change in maximum daily emissions would occur. Therefore, the proposed temporary extension of construction hours would not result in an increase in construction emissions. Accordingly, impacts would be similar to those evaluated in the First Addendum despite the additional hours of construction. Furthermore, the Project would still implement the same project design features and mitigation measures set forth in the adopted MMP, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

As such, construction impacts associated with the temporary extension of construction hours are anticipated to be similar to those of the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, regional construction emissions of NO_X and VOC would continue to exceed SCAQMD's regional thresholds despite mitigation, resulting in a significant and unavoidable impact, and impacts with respect to localized air quality would be less than significant. No other feasible mitigation measures have been identified to reduce the regional construction impact to a less-than-significant level. Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant construction-related impacts with respect to air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(b) Air Quality Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to air quality (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

C. Land Use and Planning (Construction)

(a) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project. The analysis therein concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects were discussed in their respective sections of the Certified EIR, and mitigation measures were recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period.

The First Addendum concluded construction of the Modified Project would not result in new significant construction-related impacts or increase the severity of significant construction-related impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, from a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

As provided in this Second Addendum, the Project with the proposed temporary extension of construction hours is substantially similar to the Original Stadium Project and Modified Project in terms of overall construction scope, duration, and activities. By allowing construction activities during the Nighttime Shift, as previously discussed, the intensity of construction activities at any given time of day may be reduced. Specifically, less equipment would need to operate on-site during the Daytime Shift and equipment that otherwise would have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day when many of the adjacent uses (such as museum uses within Exposition Park) are typically in operation. Thus, allowing some construction activities during the evening hours may serve to decrease the intensity of land use compatibility impacts with adjacent uses. Therefore, the proposed temporary extension of construction hours would not result in new significant impacts or increase the severity of previously identified impacts. With the additional measures provided in Code Required Measure CR G-2, land use compatibility

impacts associated with construction of the Project would be substantially the same as those analyzed in the Certified EIR and First Addendum. Accordingly, potential impacts would continue to be significant and unavoidable, but the extension of construction activities would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum.

(b) Land Use and Planning Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to land use and planning (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

D. Noise (Construction)

(a) Construction Noise

The Certified EIR concluded that construction noise impacts for the Original Stadium Project would be significant and unavoidable even with implementation of mitigation at the off-site noise sensitive receptor locations within Exposition Park near the southwestern corner of the Project Site, which was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center (Receptor Location 1) and near the northern boundary of the Project Site, which was selected to represent the open space areas to the north of the Project Site (Receptor Location 2). Consistent with the conclusion in the Certified EIR, the First Addendum determined that impacts with respect to construction noise would be significant and unavoidable under the Modified Project at Receptor Location 1 and Receptor Location 2. While Mitigation Measures MM G-1 through MM G-4 would reduce those impacts to the maximum extent feasible, such impacts would remain significant and unavoidable. While the Certified EIR and First Addendum identified a significant and unavoidable construction noise impact, the analysis found that no significant noise impact from construction activities would occur at the residential uses east of Figueroa Street, which are accessed from South Flower Drive (Receptor Location 3) or the

residential uses south of the Project Site across Martin Luther King Jr. Boulevard (Receptor Location 4).

The proposed temporary extension of construction hours would permit Project construction to occur in two shifts over an approximately four-month period: (1) the Daytime Shift during the hours of approximately 7:00 A.M. to 5:00 P.M.; and (2) the Nighttime Shift during the hours of approximately 7:00 P.M. to 5:00 A.M. Because the analysis in the First Addendum assumed construction hours consistent with Code Required Measure G-2, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, a supplemental noise analysis entitled *Extended Hours (Night Shift) Construction Noise Impact Analysis* (Noise Analysis) was prepared by Acoustical Engineering Services (AES), dated May 2017 and included in Appendix A, to evaluate the noise associated with construction activities during the Nighttime Shift. Since construction activities taking place during the Nighttime Shift would occur when the facilities within Exposition Park generally are not in operation, the Noise Analysis analyzed the impact of construction activities during the Nighttime Shift on the nearest residential receptors (Receptor Locations 3 and 4). To further ensure that uses within Exposition Park are not impacted by construction activities during the Nighttime Shift, Code Required Measure CR G-2 is proposed for revision to require LAFC to coordinate with the Office of Exposition Park Management to avoid any potential conflicts between Nighttime Shift construction and scheduled Exposition Park activities, as detailed above.

As previously described, construction activities during the proposed Nighttime Shift would occur within two limited and separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site, which is the area closest to the Coliseum. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, and no welding activities would take place. Equipment operating during the Nighttime Shift in Work Area I would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift, and equipment would be limited to a crawler crane, forklift, and truck. Approximately six electric-powered light fixtures would be located on the Project Site during the Nighttime Shift. The lights would be approximately 18 to 20 feet tall and within Work Area II would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

Ambient noise measurements were taken during the proposed hours for the Nighttime Shift on six separate days. The measured ambient noise levels over the

six nights ranged from 63.0 to 68.0 A-weighted decibels (dBA) at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. As indicated in the Noise Analysis, to represent the most conservative analysis, the lowest measured nighttime ambient noise levels at Receptor Locations 3 and 4 of 63.0 and 63.5 dBA, respectively, were used for the impact analysis. Table 1 below provides the estimated construction noise levels associated with on-site construction activities and off-site deliveries that would occur during the Nighttime Shift based on the limited construction equipment operations and deliveries that are proposed. The analysis conservatively assumed simultaneous use of all equipment. As indicated in Table 1, the estimated construction-related noise would be well below the significance threshold (existing ambient plus 5 dBA) at the nearest residential noise-sensitive uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 1, noise levels would be below the measured ambient noise levels by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4.

Table 1
Estimated Project Construction Noise Levels During Nighttime Shift

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Nighttime Shift, dBA L_{eq}			Significance Threshold[a] dBA L_{eq}
		On-Site Construction	Off-Site Delivery Trucks	Composite On- and Off-Site Construction Noise	
3 Residential Uses East of Figueroa Street	350	48.8	43.5	49.9	68.0
4 Residential Uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Therefore, noise impacts associated with the proposed temporary construction activities during the Nighttime Shift would be less than significant. While noise impacts at Receptor Locations 3 and 4 would remain less than significant and consistent with the impact conclusions in the Certified EIR and First Addendum, to ensure that noise impacts at residential uses remain less than significant, Code Required Measure CR G-2 would be revised and clarified to provide additional measures to be implemented during Nighttime Shift. As previously detailed, these additional measures include the following:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient

noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;

- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

With the implementation of these additional measures during Nighttime Shift construction activities, potential noise impacts at sensitive residential receptors during the Nighttime Shift time period would remain less than significant. Accordingly, while potential impacts from construction-related noise would continue to be significant and unavoidable for nearby sensitive receptors within Exposition Park that operate primarily during the daytime, the temporary extension of construction activities into the evening hours would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum, and no new significant impact would occur during the Nighttime Shift.

(b) Construction Vibration

The Certified EIR and First Addendum concluded that vibration impacts associated with construction would be less than significant under the Original Stadium Project and the Modified Project, respectively. The temporary extension of construction hours during the Nighttime Shift does not involve any modifications that would affect the analysis of vibration. No construction activities that are typically associated with vibration impacts, such as earthwork or pile driving, are proposed during the Nighttime Shift. Accordingly, the Project with extended construction hours would likewise result in less than significant construction vibration impacts. No mitigation measures are required.

(c) Noise Conclusion

Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant impacts with respect to noise or vibration, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of Code Required Measure CR G-2, which would be revised and clarified as provided above.

E. Traffic/Transportation/Parking (Construction)

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. The Modified Project's construction traffic impacts were determined to be less than significant in the First Addendum.

Peak hour construction traffic activities associated with the temporary extension of construction hours would be substantially similar to or less than those of the Modified Project. The extension of construction hours would allow LAFC to increase the number of construction deliveries occurring outside of congested daytime A.M. and P.M. peak hours, which would reduce Project construction traffic during peak travel times. Further, as previously discussed, the intensity of construction at any given time of day may be reduced as a result of extending construction hours; accordingly, the number of construction workers on-site at any given time during the construction workday would not increase (and may be reduced). As a result, transit and parking impacts during construction would not change (or may be reduced) from those analyzed in the First Addendum. Similarly, access and safety impacts would remain unchanged due to the similar construction characteristics, including type and location of construction activities, deliveries, and construction worker trips. Therefore, because the Project's construction traffic as a result of temporarily extending the construction hours would fall within the scope of construction traffic evaluated for the Modified Project in the First Addendum, potential traffic impacts associated with construction of the Project with temporarily extended construction hours, including intersection, access and safety, transit, and parking impacts, would be less than significant, consistent with the conclusions in the First Addendum.

(b) Traffic/Transportation/Parking Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to Traffic/Transportation/Parking (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

F. Other Impact Categories

The temporary extension of construction hours would not involve any modifications that would affect the analysis of: aesthetics (operation); agricultural or forestry resources; air quality (operations); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning (operations); mineral resources; noise (operation); population, housing, and employment; public services; or traffic (operation), as provided in the Certified EIR or the First Addendum. Accordingly, the temporary extension of construction hours would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

G. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above, including aesthetics (construction), air quality (construction), land use and planning (construction), noise (construction), and traffic/transportation/parking (construction), may vary, cumulative construction-related impacts are typically localized and thus largely limited to the immediate Project vicinity. In each of the analyses provided above, impacts associated with construction of the Project with temporarily extended construction hours would be within the envelope of impacts evaluated in the Certified EIR and First Addendum, and as such, the Project's contribution to cumulative impacts would remain unchanged from that previously evaluated. Furthermore, in light of the City's noise regulations set forth in LAMC Section 41.40, it is not anticipated that any related projects in

close proximity to the Project Site would conduct nighttime construction activities, particularly during the same limited timeframe as the Project. Moreover, other development projects in the City for which extended construction hours may be sought would be required to undergo review and obtain approval from the Board of Police Commissioners, where any potential conflicts with the Project's nighttime construction activities would need to be addressed. Therefore, cumulative impact conclusions set forth in the Certified EIR and First Addendum would not change as a result of the proposed temporary extension of construction hours. As a result, the temporary extension of construction hours for the Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the First Addendum.

IV. Conclusion

This Second Addendum provides necessary information regarding the requested approval of a temporary extension of construction hours.

Based on the analysis above, implementation of the temporary extension of construction hours would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred.

Appendix A

Noise Analysis

Los Angeles Football Club Stadium
Extended Hours (Night Shift) Construction Noise Impact Analysis

Introduction

The Los Angeles Football Club (LAFC) Stadium (Project) is currently under construction. The Project proposes to extend construction hours to permit a night shift from approximately 7:00 P.M. to 5 A.M. The proposed night shift construction would include structural steel erection and precast seating erection. This noise impact analysis evaluates the potential noise impacts on the nearby sensitive noise receptors associated with the proposed night shift construction activities.

Impact Analysis

As provided in the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059) (AEIR), pursuant to the *L.A. CEQA Thresholds Guide* the Project would have a significant impact on existing ambient sound levels from nighttime construction if:

- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The AEIR analyzed four noise-sensitive receptors within the vicinity of the Project Site. Receptor Location 1, located within Exposition Park near the southwestern corner of the Project site was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center. Receptor Location 2, located near the northern boundary of the Project site was selected to represent the open space areas to the north of the Project site. Receptor Location 3 was selected to represent the residential uses east of Figueroa Street, which are accessed from South Flower Drive. Receptor Location 4 was selected to represent the residential uses south of the Project site across Martin Luther King Jr. Boulevard. Since night shift construction activities would occur when the facilities within Exposition Park generally are not in operation, Receptor Locations 1 and 2 are not included in the night shift construction noise impacts analysis. In addition, to the extent activities within Exposition Park may occur during the night shift, LAFC shall coordinate with the Office of Exposition Park Management to ensure that night shift activities do not conflict with scheduled Exposition Park activities.

The existing nighttime ambient noise levels at Receptor Locations 3 and 4 were measured on six days (April 21, 22, 23, 24, 25 and 28, 2017), between 7:00 P.M. and 1:00 A.M., by PCL Construction Services, Inc. (detail ambient noise data are included Appendix A). Table 1 on

Table 1
Existing Ambient Noise Levels

Receptor Location	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
3	Residential uses east of Figueroa Street, east of Project Site	63.0 – 68.0
4	Residential use on Martin Luther King, Jr. Boulevard, south of Project Site	63.5 – 71.1
Source: PCL Construction Services, Inc., April 2017.		

page 2 provides the measured nighttime ambient noise levels at the Receptor Locations 3 and 4. As indicated therein, the measured ambient noise levels over the six nights ranged from 63.0 to 68.0 dBA at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. To represent the most conservative analysis, the lowest measured nighttime ambient noise levels of 63.0 dBA at Receptor Location 3 and 63.5 dBA at Receptor Location 4 (measured between midnight and 1:00 A.M.) were used for the impact analysis. The measured ambient noise levels included at Appendix A are representative of the ambient noise levels for the entire nighttime period. The ambient noise levels at the Project site and at the nearby residential land uses are primarily dominated by the auto traffic on the local roadways. Road traffic volume, typically, decreases during the nighttime hours. While traffic volumes may decrease further after 1:00 A.M., the ambient noise levels measured between midnight and 1:00 A.M. would not be expected to fall by more than 5 dBA during the early morning hours of 1:00 A.M. and 5:00 A.M., as the Project ambient measurement locations are located adjacent to major roadways in an urban environment and in close proximity to the 110-Freeway. A 5 dBA reduction in a traffic noise level would require the traffic volume to be reduced by over 67% between 1 A.M. and 5 A.M. It is highly unlikely that the auto traffic volume in the vicinity of the Project site would drop by more than a 67% between 1:00 A.M. and 5:00 A.M. Therefore, assuming a 5 dBA reduction in ambient noise conditions between the hours of 1:00 A.M. and 5:00 A.M. would be extremely conservative.

The proposed night shift construction activities would include the following:

1. Crew #1 Area: Construction would be located near the western portion of the Project Site. Work in this area would be limited to structural steel erection and would include the use of an electric powered tower crane and fork lift.

2. Crew #2 Area: Construction would be located within the interior of the stadium bowl. Work in this area would be limited to installing the precast concrete seating and would be located approximately 25 feet below street level. Construction equipment would include a crawler crane, a fork lift, and a construction truck.

3. Deliveries: In addition to the on-site work, materials deliveries for the precast concrete seating would also occur with approximately 4 trucks arriving between 8:00 – 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site via Martin Luther King Jr. Boulevard from the 110 Freeway and Figueroa Street.

The proposed night shift construction equipment (five pieces of construction equipment) is substantially less than the 18 pieces of construction equipment analyzed for the building construction period in the AEIR.

A construction noise model similar to the noise model used in the analysis provided for the AEIR was created to calculate the noise levels associated with the on-site construction activities during the night shift. The noise model utilized the FHWA published reference noise levels.[1] All construction equipment was placed at the boundary of the Project construction areas for Crew #1 and Crew #2 nearest to the analyzed receptor locations, to represent a conservative analysis. The off-site delivery trucks noise generation was calculated using the FHWA Traffic Noise Model (TNM) and was based on four truck trips (two coming and two leaving) in one hour along the proposed delivery route. Table 2 on page 4 provides the estimated construction noise levels associated with the on-site construction activities and the off-site deliveries. In addition, the composite on-site and off-site construction noise levels were calculated by adding the estimated on-site and off-site construction-related noise levels (noise calculation worksheets are included in Appendix B). As indicated in Table 2, the estimated construction-related noise level would be well below the existing ambient as well as below the Project significance threshold (existing ambient plus 5 dBA) at the nearest noise-sensitive residential uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 2, noise levels would be below the significance threshold by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4. The estimated construction noise levels would also be well below the significance threshold even if the nighttime ambient noise levels were lowered by 5 dBA as described above.

In addition to the noise impact analysis in terms of hourly L_{eq}, the night shift construction noise level was calculated in terms of CNEL (a 24-hour average level), which include 5 dBA and 10 dBA adjustment factors for noise levels occuring during the evening (7:00 P.M. and 10:00 P.M.) and nighttime (10:00 P.M. and 7:00 A.M.) hours, respectively. Table 3 on page 4 presents the estimated construction noise levels in terms of CNEL, which include both daytime and proposed nighttime construction activities. Conservatively, this analysis did not reduce the activities that

[1] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 2
Estimated Project Construction Noise Levels During Night Shift – Leq

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Night Shift, dBA L_{eq}			Lowest Measured Nighttime Ambient Noise Levels, dBA L_{eq}	Significance Threshold[a] dBA L_{eq}
		On-Site Construction (A)	Off-Site Delivery Trucks (B)	Composite On- and Off-Site Construction Noise (C=A+B)		
3 – Residential uses East of Figueroa Street	350	48.8	43.5	49.9	63.0	68.0
4 – Residential uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	63.5	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Table 3
Estimated Project Construction Noise Levels – CNEL

Receptor Location	Estimated Construction Noise Levels,[a] CNEL	Ambient Noise Levels,[b] CNEL	Significance Threshold[c] CNEL
3 – Residential uses East of Figueroa Street	66.2	69.9	74.9
4 – Residential uses on Martin Luther King, Jr. Boulevard	65.1	73.4	78.4

[a] *Estimated based on the daytime construction hours of 7:00 A.M. to 5:00 P.M. and nighttime construction hours of 7:00 P.M. to 5:00 A.M. Detail calculations are provided in Appendix B.*

[b] *Ambient in terms of CNEL were estimated based on the daytime ambient noise levels provided in the AEIR and the measured evening/nighttime ambient noise measurement provided in Appendix A.*

[c] *Significance threshold is equal to the ambient noise levels plus 5 dBA.*

Source: AEIR, 2015; AES, 2017.

As analyzed above, the estimated night shift construction noise levels in terms of L_{eq} at Receptor Locations R3 and R4 would be well below the nighttime ambient noise levels and the significance thresholds. In addition, the estimated construction noise levels in terms of CNEL, which include both daytime and nighttime, would also be below the ambient noise levels and the

significance thresholds. Therefore, noise impacts associated with the proposed night shift construction would be less than significant.

Noise Reduction Measures

Although, the estimated construction-related noise level at the nearest residential noise-sensitive uses would be below the applicable significance thresholds, the following noise reduction measures (in addition to the measures provided in the AEIR) are recommended to ensure the noise impacts during the night shift would remain less than significant. During the night shift, the Project shall include the following additional noise reduction measures:

1. Perform ambient noise level readings during the night shift construction activities to ensure that noise levels at residential sensitive uses do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses.
2. Disable equipment back up bells during the night shift.

LA Football Club -
Extended Hours Construction

Noise Calculations Worksheets

Appendix A
Ambient Noise Measurements

Provided by PCL Construction Services, Inc.

DATE	LOC #	START TIME	FINISH TIME	AVERAGE	NOTES (CONST ACTIVITY, TRAFFIC, ETC.)
4/21/2017	2	19:37	19:42	72.7	MLK street traffic
4/21/2017	2	22:32	22:37	70.7	MLK street traffic
4/22/2017	2	0:32	0:37	68.4	MLK Traffic
4/22/2017	2	19:30	19:35	72.2	MLK Traffic, Jackhammering across street
4/22/2017	2	22:29	22:34	71.1	MLK Traffic, Helicopter nearby
4/23/2017	2	0:33	0:38	66.2	MLK Traffic
4/24/2017	2	19:34	19:39	72.6	MLK Traffic
4/24/2017	2	22:29	22:34	68.4	MLK Traffic
4/25/2017	2	0:21	0:26	63.5	MLK Traffic
4/28/2017	2	0:40	0:55	66.7	Swaying Trees and Signs, High Winds, Light Traffic, Buses
4/21/2017	4	19:25	19:30	67.3	Fig street traffic
4/21/2017	4	22:20	22:25	67.2	Fig street traffic
4/22/2017	4	0:20	0:25	66.7	Fig street traffic
4/22/2017	4	19:19	19:24	67.4	Fig Street Traffic, Bus nearby
4/22/2017	4	22:19	22:24	68	Fig Traffic
4/23/2017	4	0:20	0:25	67.3	Fig street traffic
4/24/2017	4	19:24	19:29	68.1	Fig Traffic
4/24/2017	4	22:18	22:23	67.3	Fig Traffic, Car Raced By
4/25/2017	4	0:15	0:20	63	Fig Traffic
4/28/2017	4	1:02	1:07	67.2	Light Traffic, High Winds, Swaying Trees and Signs

Nighttime Ambient Noise Measurements Conducted by PCL Construction Services, Inc.

Loc #2 is representative of the Project receptor R4
Loc #4 is representative of the Project receptor R3

Appendix B
Construction Noise Calculations

AES
Acoustical Engineering Services

Project: LAFC Project Addendum - Extended Hours Construction Analysis

			Estimated Construction Noise Levels, dBA Leq					
Rec.	Description	Closest Distance, ft	On-Site Equipment (A)	Off-Site Truck (B)	Total (C=A+B)	Nighttime Ambient, dBA Leq	Significance Threshold, dBA Leq	Relative to Threshold
R3	Residential use east of Figueroa St.	350	48.8	43.5	49.9	63.0	68.0	-18.1
R4	Residential use south side of MLK	390	49.9	48.2	52.1	63.5	68.5	-16.4

C = Decibel additions in energy basis

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	920	0
Forklift 1	1	75	20%	890	0
Crane (mobile)	1	81	16%	350	12
Forklift 2	1	75	20%	350	12
Delivery Truck	1	76	40%	350	12

Receptor: ***R3***

Results:

1-hour Leq: 48.8

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	720	0
Forklift 1	1	75	20%	550	0
Crane (mobile)	1	81	16%	390	12
Forklift 2	1	75	20%	390	12
Delivery Truck	1	76	40%	390	12

Receptor: ***R4***

Results:

1-hour Leq: 49.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

LA Football Club - Extended Hours Construction

Receptor R3

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	48.8	10	58.8
1:00:00 AM	48.8	10	58.8
2:00:00 AM	48.8	10	58.8
3:00:00 AM	48.8	10	58.8
4:00:00 AM	48.8	10	58.8
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	69.7	0	69.7
8:00:00 AM	69.7	0	69.7
9:00:00 AM	69.7	0	69.7
10:00:00 AM	69.7	0	69.7
11:00:00 AM	69.7	0	69.7
12:00:00 PM	69.7	0	69.7
1:00:00 PM	69.7	0	69.7
2:00:00 PM	69.7	0	69.7
3:00:00 PM	69.7	0	69.7
4:00:00 PM	69.7	0	69.7
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	48.8	5	53.8
8:00:00 PM	49.9	5	54.9
9:00:00 PM	49.9	5	54.9
10:00:00 PM	49.9	10	59.9
11:00:00 PM	49.9	10	59.9
		CNEL	**66.2**

Daytime construction noise levels are from the Project Addendum, Table 12

Receptor R4

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	49.9	10	59.9
1:00:00 AM	49.9	10	59.9
2:00:00 AM	49.9	10	59.9
3:00:00 AM	49.9	10	59.9
4:00:00 AM	49.9	10	59.9
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	68.3	0	68.3
8:00:00 AM	68.3	0	68.3
9:00:00 AM	68.3	0	68.3
10:00:00 AM	68.3	0	68.3
11:00:00 AM	68.3	0	68.3
12:00:00 PM	68.3	0	68.3
1:00:00 PM	68.3	0	68.3
2:00:00 PM	68.3	0	68.3
3:00:00 PM	68.3	0	68.3
4:00:00 PM	68.3	0	68.3
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	49.9	5	54.9
8:00:00 PM	52.1	5	57.1
9:00:00 PM	52.1	5	57.1
10:00:00 PM	52.1	10	62.1
11:00:00 PM	52.1	10	62.1
		CNEL	**65.1**

Daytime construction noise levels are from the Project Addendum, Table 12

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

September 2015

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

I. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059), which was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project). After the Certified EIR was certified by the Coliseum Commission, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of those uses approved under the Certified EIR. USC has now agreed with the Los Angeles Football Club (LAFC), which has acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop the LAFC Stadium on the Project Site (Modified Project). The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet), including the following uses and floor areas: up to approximately 30,250 square feet of office and conference facility space, including no more than 21,250 square feet of office space; an approximately 36,000-square-foot "World Football" museum; up to approximately 27,750 square feet of team store or other retail space; and up to approximately 11,900 square feet of restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Addendum is to analyze the Modified Project's proposed modifications to the Original

Stadium Project and to determine whether implementation of the Modified Project would result in any new significant environmental impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe under the Modified Project.

This Addendum demonstrates that all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

Section 15162 of the CEQA Guidelines requires the preparation of a Subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein (refer to Section IV, Comparative Analysis of Modified Project Impacts, on page 31), the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, there are no substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR would have been undertaken, and no new information of substantial importance which was not known and could not have been known when the Certified EIR was certified has been identified. Therefore the minor changes resulting from the Modified Project do not meet the standards for a Subsequent or Supplemental EIR pursuant to CEQA Guidelines Section 15162.

III. Project Description

A. Project Location and Existing Conditions

As shown in Figure 1 on page 5, the approximately 15-acre Project Site is located in the City of Los Angeles approximately 2 miles southwest of downtown, within Exposition Park. The Project Site includes the site of the existing Los Angeles Memorial Sports Arena (Sports Arena), located at 3939 South Figueroa Street, as well as immediately surrounding surface parking and landscape areas. The specific boundary of the irregularly shaped Project Site is shown in Figure 2 on page 6. As shown therein, the Project Site is bounded by Exposition Park Drive (Christmas Tree Lane) to the north, Figueroa Street to the east, Exposition Park Parking Lot 6 to the south, and South Coliseum Drive (Hoover Street) to the west. Regional access to the Project Site is provided by the Harbor Freeway (Interstate 110), located approximately 0.1 mile east of the Project Site. Major arterials serving the Project Site include Vernon Avenue, Martin Luther King, Jr. Boulevard, and Exposition Boulevard in the east-west direction; and Vermont Avenue, Figueroa Street, Hoover Street, and Flower Street in the north-south direction.

At approximately 160 acres, Exposition Park is the largest park in the Central Los Angeles area. It is bounded by Exposition Boulevard to the north, Figueroa Street to the east, Martin Luther King, Jr. Boulevard to the south, and Vermont Avenue to the west. Owned by the State of California and leased by various entities, Exposition Park houses the Coliseum; the Los Angeles Sports Arena (located on the Project Site); the California Science Center; the Dr. Theodore T. Alexander Jr. Science Center School; the California African American Museum; the Los Angeles County Natural History Museum; the Exposition Park Rose Garden; the Wallis Annenberg Building; and the Expo Center, which includes a swim stadium, recreation center, senior citizen center, amphitheater, and pre-school. The Project Site is generally situated in the southeastern portion of Exposition Park. All of Exposition Park, including the Project Site, is located within the City's South Los Angeles Community Plan Area, the eastern boundary of which is Figueroa Street. The Project Site is also within the boundaries of the Coliseum District Specific Plan (Specific Plan). All land uses east of Figueroa Street are located in the Southeast Los Angeles Community Plan Area.

Land uses immediately adjacent to the Project Site include Christmas Tree Lane and adjacent landscaped areas to the north; the Coliseum and adjacent surface parking lots across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses and surface parking lots fronting the east side of Figueroa Street to the east. Residential uses are also located in the vicinity of the Project Site, including multi-family residential uses fronting Flower Drive to the east, and multi-family

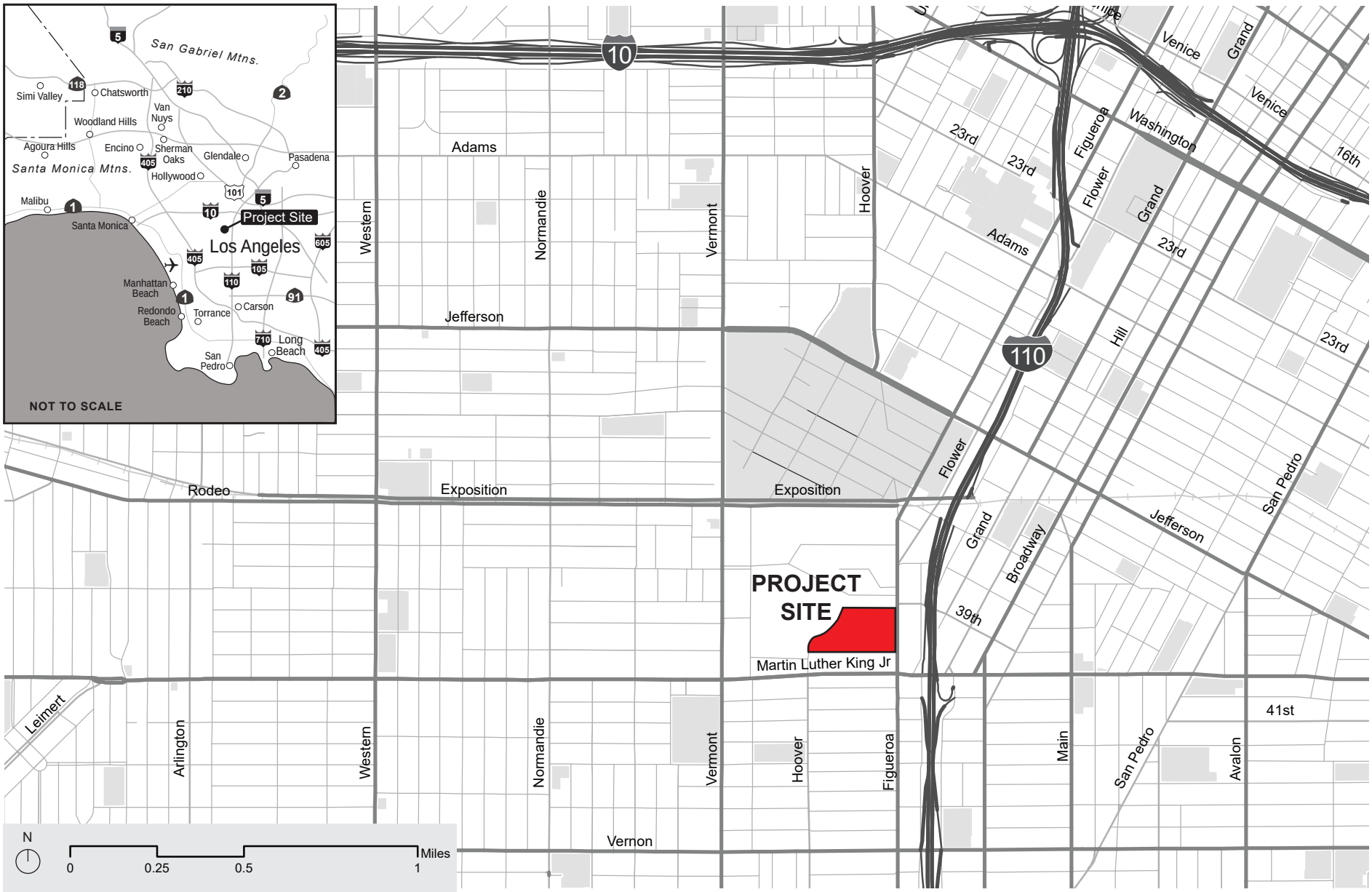

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Figure 1
Regional and Vicinity Map

Source: Google Earth, 2015; Eyestone Environmental, 2015.

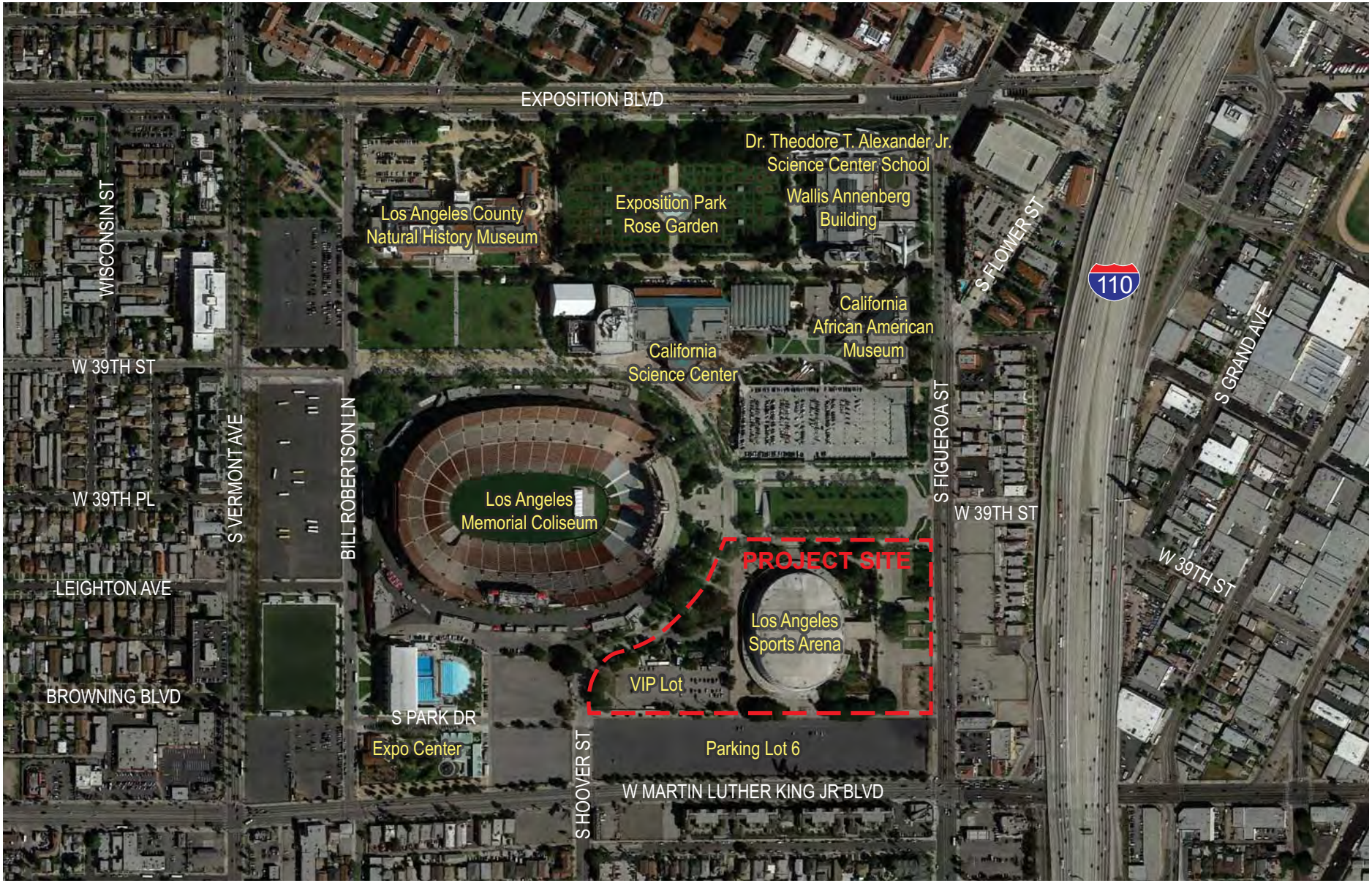

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Figure 2
Aerial Photograph

Source: Google Earth, 2015; Eyestone Environmental, 2015.

residential uses on the south side of Martin Luther King, Jr. Boulevard to the south. In addition, the USC main campus is located north of Exposition Boulevard.

The predominant land use on the Project Site is the 16,740-seat Sports Arena. Since it commenced operations in 1959, the Sports Arena has hosted indoor sporting events as well as other major events including political conventions, concerts, trade shows, and rallies. The Sports Arena hosts weekday and weekend events, with attendance levels ranging from approximately 500 to approximately 55,000 attendees. The Sports Arena is an oval-shaped structure oriented along a north-south axis. It was constructed within a large excavated depression that extends approximately 25 feet below grade level; as such, the seven-story arena extends only approximately 45 feet above grade level. In addition to the Sports Arena, a surface parking lot for VIPs occupies the western portion of the Project Site. The VIP parking lot contains approximately 238 vehicle parking spaces and is accessed from South Coliseum Drive via Martin Luther King, Jr. Boulevard. The Project Site is generally flat, with the exception of the sunken court and seating within the Sports Arena structure, and a sunken landscaped courtyard extending off of the east side of the Sports Arena structure. The Project Site also includes several at-grade plazas and ornamental landscaping.

USC currently leases the Sports Arena, as well as the adjacent Coliseum, from the Coliseum Commission. USC's lease, including extension options, provides USC with the right to possess and use the Sports Arena site through 2054. The USC lease also contemplates the redevelopment of the Sports Arena site with a soccer stadium and associated ancillary facilities, provided that the seating capacity in any stadium does not exceed 24,950 seats. In addition, USC has entered into a Lease Option Agreement with the California Science Center (Sixth District Agricultural Association) that would provide USC with an option to enter into a new lease for the Sports Arena site that could be extended through 2111. USC and LAFC have proposed entering into a sublease for the Sports Arena site that would give LAFC the right to develop the Modified Project and possess and use the Sports Arena site consistent with the rights in these existing USC lease agreements.

As further discussed below, a distinct project site has been identified for the Modified Project's signage program (Signage Project Site), which encompasses an area within the Specific Plan that is slightly larger than the Project Site. Specifically, the Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street, and Parking Lot 6 to the south of the Project Site, which is controlled by the State of California (California Science Center). The only proposed development involved within areas of the Signage Project Site that are outside the Project Site involves signage.

B. Projects Analyzed under the Certified EIR

As previously discussed, the Certified EIR analyzed the demolition of the existing Sports Arena and the redevelopment of the Project Site with two potential options: (1) the Multi-Use Project, which would include a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses, referred to as Option 1 in the Certified EIR; or (2) the Original Stadium Project, which would include an MLS Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities, referred to as Option 2 in the Certified EIR. Both of these development options were analyzed with an equal level of detail in the Certified EIR, and the Coliseum Commission has kept both options available for future consideration.

The Certified EIR assumed that under the Multi-Use Project (Option 1), all existing improvements on the Project Site, including the Sports Arena and the VIP parking lot, would be removed, and the Project Site would be redeveloped with a multiple-use space anchored by an open-air amphitheater. The multiple-use space would be improved to provide additional surface parking for Coliseum events and would serve as a public venue for civic events such as parades, rallies, public gatherings, festivals, and neighborhood carnivals, similar to the types of outdoor events currently held at the Sports Arena. The bowl-shaped amphitheater would be built into the depression currently occupied by the Sports Arena and would be surrounding by grass-covered seating levels (no fixed seating was proposed). To provide for flexible programming, it was assumed that the multiple-use space could support stand-alone events confined to the Project Site or, alternatively, serve as an extension space and/or overflow parking space for joint events held within Exposition Park, including the Coliseum. A variety of different types of events could be held at the multiple-use space, from outdoor concerts and cultural gatherings with anticipated attendance levels ranging from 500 to 4,000 attendees, to annual events such as charity walks, music festivals, and citywide celebrations with anticipated attendance levels ranging from 1,000 to 90,000 attendees. The Certified EIR assumed that under any possible joint use of the Coliseum and the multiple-use space, the total planned attendance would not exceed the current capacity of the Coliseum (i.e., 93,000 attendees).

The Certified EIR assumed that under the Original Stadium Project (Option 2), the existing Sports Arena would be removed and the Project Site would be redeveloped with an MLS Stadium with a permanent seating capacity of approximately 22,000 seats. The analysis in the Certified EIR assumed that the state-of-the art venue would host 15 MLS games in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena, such as USC soccer games, open-air entertainment events such as

concerts and civic gatherings, and exhibition soccer games, and would serve as a practice facility for local soccer teams. The stadium would also include associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities. The VIP parking lot to the west of the proposed stadium was assumed to remain as surface parking. Similar to Option 1, the Certified EIR assumed that total attendance during simultaneous events at the Coliseum and the MLS Stadium would not exceed 93,000 attendees (refer to Mitigation Measure MM J-1 in the Certified EIR).

The Original Stadium Project was assumed to be an outdoor facility oriented on a north-south axis featuring dome-style architecture topped by a curved roof on its east and west sides. The stadium would be constructed within the existing depression currently occupied by the Sports Arena so that the field and much of the seating would be located below grade-level elevation. As a result, the stadium analyzed in the Certified EIR would occupy the same general field of view as the current Sports Arena building. The existing depression would be graded and reconfigured to accommodate the footprint of the stadium, requiring the import of approximately 125,000 cubic yards (cy) of soil.

The lighting for the soccer field would consist of highly focused and directional lighting arrays. Much of the lighting (and all of the high-intensity field lighting) would be directed downward into the bowl-shaped stadium. Low-level security lighting would also be installed throughout the remainder of the Project Site to mark walkways, parking areas, restroom facilities, and entrances. The proposed soccer stadium would also include landscaped plazas and roadways and perimeter landscaping.

The Certified EIR assumed that the Original Stadium Project would include advertising signage and naming rights consistent with similar sporting venues in the Los Angeles area. The Certified EIR explained that while a detailed signage program had not been developed for the Original Stadium Project, the signage program would be in conformance with all applicable requirements of the Los Angeles Municipal Code (LAMC), the design guidelines of the South Los Angeles Community Plan, and the overriding rules and regulations set forth for signage in the Coliseum District Specific Plan.

The construction analysis in the Certified EIR for the Original Stadium Project is based on an approximately 20-month construction schedule that involves the following phases: (1) demolition of the existing Sports Arena, resulting in 5.4 million cubic feet of demolition debris; (2) import of approximately 125,000 cy of soil; (3) grading and reconfiguration of the Project Site to accommodate the stadium footprint; (4) pouring of concrete to create the stadium foundation; (5) construction of the stadium and related support facilities; and (6) installation of grass and landscaping. Construction of the

Approved Multi-Use Project was assumed to entail a similar order of phasing, but with a shorter construction phase and an import of approximately 250,000 cubic yards of soil.

The Coliseum Commission certified the Certified EIR in February 2011. However, the Coliseum Commission did not select between the Original Stadium Project and the Multi-Use Project at that time. Both options remain open.

C. Modified Project

LAFC and USC have proposed entering into a lease agreement for the Sports Arena site that would enable LAFC to develop the Modified Project and possess and use the Sports Arena site consistent with USC's existing agreements with the Coliseum Commission and the California Science Center (Sixth District Agricultural Association). Those existing agreements recognize that the Sports Arena site may be redeveloped with the Original Stadium Project, analyzed as Option 2 in the Certified EIR. As described in detail below, in addition to the Original Stadium Project's approximately 22,000-seat soccer stadium and associated uses, LAFC is proposing certain modifications to the Original Stadium Project that include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (up to approximately 119,000 gross square feet) that would be open during stadium events as well as on non-event days, refinements to the design of the stadium, the redevelopment of the VIP parking lot west of the stadium as a new parking area, and adjustments to construction phasing.[1] These modifications are hereafter referred to as the Modified Project.

A table summarizing the primary differences between the Original Project and the Modified Project is provided in Table 1 on page 11. A Conceptual Site Plan for the Modified Project is provided in Figure 3 page 13.

(1) Ancillary Uses and Northwest Plaza

Under the Modified Project, additional amenities supporting the primary stadium use and further activating the Project Site on non-event days (Ancillary Uses) would be incorporated into the project design to provide for a cohesive development that is comparable to other recently-constructed MLS venues. Specifically, the Ancillary Uses

[1] *The total amount of development would not exceed approximately 641,000 gross square feet.*

Table 1
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
Demolition	Demolition of the Sports Arena	No Change
MLS Stadium	22,000 seating capacity; Would host MLS games, USC soccer games, open-air entertainment events (e.g., concerts and civic gatherings), and exhibition soccer games. Would include amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities.	No Change
Ancillary Uses		
Conference Facility and Office Space	0	≈ 30,250 sf (max. 21,250 sf office)
Museum	0	≈ 36,000 sf
Team Store and Other Retail	0	≈ 27,750 sf
Restaurant	0	≈ 11,900 sf (max. 4,250 sf high-turnover sit-down) (max. 2,550 sf fast food)
Total Ancillary Uses		≈ 105,900 sf (max)
Open Space and Pedestrian Plazas	Perimeter landscaping and pedestrian plaza areas. Open space square footage not specified.	≈ 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas, potentially including water features, public art, and seating areas. Pedestrian plazas would include a main plaza at the northwest corner of Project Site and a large pedestrian gathering area along Figueroa Street.
Signage and Lighting	Signage consistent with the LAMC, South Los Angeles Community Plan, and Specific Plan. High-intensity field lighting (focused downward) and low-level security lighting throughout.	New Supplemental Use District (SUD) for signage to permit proposed signage program including up to ≈ 44,500 sf of signage for Modified Project including 19,200 sf digital signage, identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Table 1 (Continued)
Comparison Between the Original Stadium Project and the Modified Project

	Original Stadium Project	Modified Project
		Lighting would include illuminated signage in addition to field and security/wayfinding lighting.
Existing VIP Parking Lot	Retained and used for surface parking	Reconfigured and used for surface parking

sf = square feet

Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."

Source: Eyestone Environmental, 2015.

would include a total of up to approximately 105,900 square feet of new floor area[2] (up to approximately 119,000 gross square feet) and would include the following:

- up to approximately 30,250 square feet (sf) of office and conference facility space, including no more than 21,250 sf of office space (with morning conference facility functions on non-event days limited to 261 attendees and evening conference facility functions on non-event days limited to 430 attendees if the maximum amount of office space is developed);
- an approximately 36,000-sf museum;
- up to approximately 27,750 sf of team store or other retail space (of which no more than 2,700 sf could be located along the Figueroa Street frontage of the Project Site); and up to approximately 11,900 sf of restaurant uses, including no more than 4,250 sf of high-turnover sit-down restaurants and 2,550 sf of fast food restaurants (with no more than 1,275 sf of the fast food space located along the Figueroa Street frontage of the Project Site).

[2] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

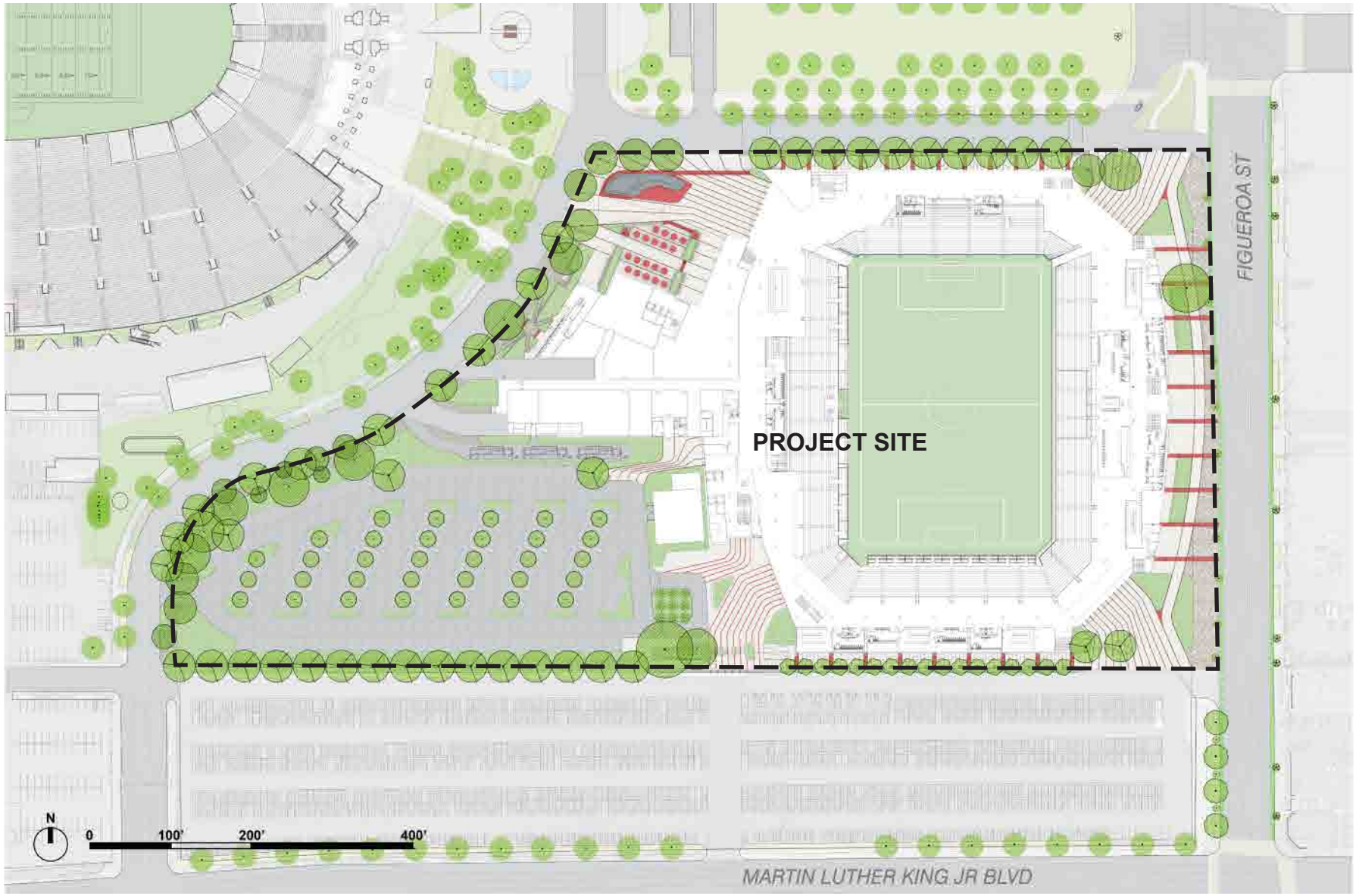

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Figure 3
Conceptual Site Plan

Source: Gensler, 2015.

The primary function of the proposed conference facilities would be to provide programming for event day patrons (e.g., VIP gatherings and other programming during events at the stadium or the adjacent Coliseum). On non-event days, the conference facilities would serve as meeting spaces for conferences for outside organizations (such as USC, chambers of commerce, trade groups, and other types of businesses and organizations), with attendance limited based on the amount of office space that is developed, as described above. Additional conference facility attendees beyond the limits described above could be allowed by reducing the maximum office floor area from the proposed maximum of 21,250 sf. Specifically, for every reduction of 850 sf in office space floor area, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

In addition to supporting stadium events (i.e., games and concerts), the Ancillary Uses would be open to the public on non-event days to serve as a catalyst for the revitalization of Exposition Park and to complement and enhance the existing venues and destinations within the park. For periods before, during, and after games/events at the proposed stadium, the Ancillary Uses would be open only to ticket-holding game/event patrons. Further, for events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses would be open only to ticket-holding patrons of those events for periods before, during, and after the events. Refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum.

Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium, although up to 3,975 sf of retail and restaurant uses could be located along the stadium's Figueroa Street frontage, as noted above. The Ancillary Uses would reach a maximum height of 75 feet above grade. The Northwest Plaza would provide a gathering space for pre-game events and other game-day activities and would serve as an active public space on non-event days (e.g., for small concerts, red carpet events, and community events such as food festivals or art fairs). Ground floor restaurants would open up to the plaza to provide outdoor dining and seating areas. The Northwest Plaza would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas. Sound, lighting, and video components would also be incorporated into the design of the plaza. The Northwest Plaza would link to a system of enhanced pedestrian improvements and open space areas that would encircle the stadium. Specifically, the Modified Project would include approximately 143,000 square feet of improved public open space that would consist of pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas. The Ancillary Uses and the

Northwest Plaza would have the potential to operate from mid-morning (i.e., 10:00 A.M.) until 2:00 A.M., seven days a week, with some ancillary uses (e.g., the museum and retail uses) closing sooner. The conference facilities and office space would have the potential to operate earlier in the morning, as described above, and also would have the potential to operate seven days a week until 2:00 A.M.

(2) Stadium Design

As is the case under the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events (such as soccer games), open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. However, with the evolution of the project design, refinements and modifications have been made to the physical characteristics of the stadium. The following discussion provides a detailed description of the proposed stadium design under the Modified Project. Conceptual renderings of the proposed stadium are provided in Figure 4 through Figure 6 on pages 16 through 18. Stadium elevations are provided in Figure 7 and Figure 8 on pages 19 and 20.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium.

Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena. The roof canopy would consist of a steel frame with a lightweight, ethylene tetrafluoroethylene (ETFE) canopy skin that would provide shade for most of the stadium's seating areas while also being translucent. The canopy skin would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet.

Based on the conceptual site plan, the stadium structure would be approximately 470 feet from the Coliseum peristyle when measured on the diagonal from the northwestern corner of the stadium. The westernmost façade of the Ancillary Uses building

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Figure 4
Conceptual Stadium Rendering—Figueroa Street Entry

Source: Gensler, 2015.

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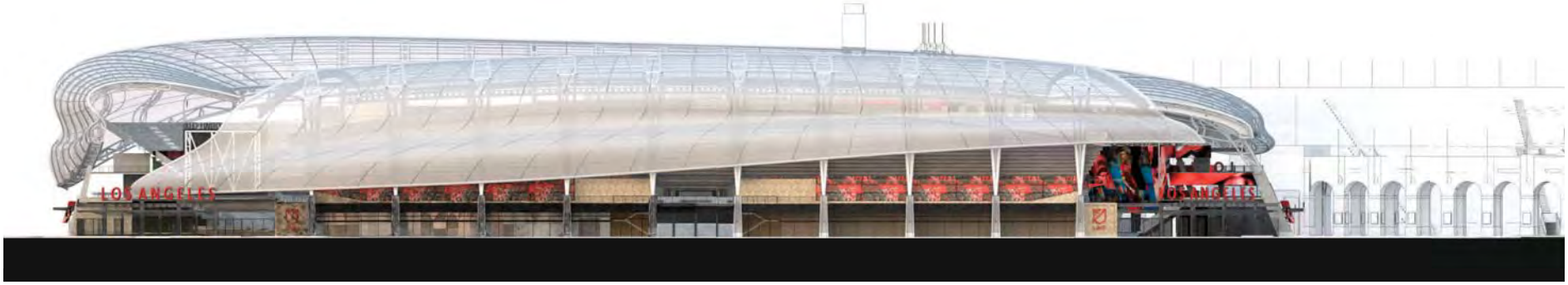
Figure 5
Conceptual Stadium Rendering—Northwest Plaza

Source: Gensler, 2015.



EAST ELEVATION

WEST ELEVATION

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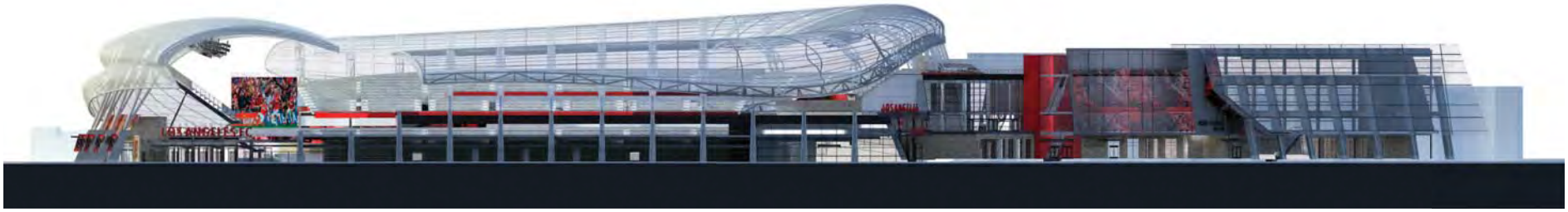
Figure 7
Proposed Stadium Elevations—East and West

Source: Gensler, 2015.



NORTH ELEVATION

SOUTH ELEVATION

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Figure 8
Proposed Stadium Elevations—North and South

Source: Gensler, 2015.

would be setback approximately 60 feet from South Coliseum Drive and approximately 270 feet from the Coliseum wall. The eastern façade of the stadium would be setback approximately 58 feet from Figueroa Street. The northern façade of the stadium structure would be setback 27 feet from the southern curb of South Coliseum Drive. Through the final design process, the stadium footprint could be moved or extended up to 40 feet to the west from the location depicted on the conceptual site plan shown in Figure 3 on page 13. Under this scenario, no building heights would increase, and the Ancillary Uses building would remain in the same location, though would be reconfigured in the area where it connects to the stadium. If adjusted in this manner, the stadium structure would be approximately 430 feet from the Coliseum peristyle. Under any buildout scenario, the Modified Project would retain the geometry of the existing sidewalk and curb line of South Coliseum Drive.

The stadium's seating bowl would be comprised of multiple levels that would provide a series of different seating types and amenities including a supporter's section, standing room terraces, premium clubs and suites, and general seating areas. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. Premium spaces such as club lounges and suites would be interior spaces. A rooftop terrace at the top of the west seating bowl, along with two standing room terraces along the northern side of the stadium, would be featured spaces both during games and for other hospitality events, with potential hours of operation from mid-morning until 2:00 A.M., seven days a week. The rooftop terraces could include features such as seating areas, gathering spaces, water features (such as a reflection pool or pool), and art.

The stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entry to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates, such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

(3) Signage and Lighting

A signage program has been developed for the Modified Project that is an important element of a major league sports stadium. The proposed signage program would support

advertising and the naming and sponsorship rights to the Modified Project, generating revenue streams necessary for Modified Project funding. Signage rules and regulations pertaining to the Project Site are currently set forth in the Specific Plan. The Modified Project's signage program would be implemented through a new Supplemental Use Sign District (SUD), consistent with current City policies regarding the regulation of signage. Consistent with the Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the Modified Project's proposed Specific Plan amendment (refer to Section III.9, Discretionary Actions, on page 30 of this Addendum), the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD.

As shown on Figure 9 on page 23, the proposed SUD would encompass the entire Specific Plan area and would create five sign zones, the Primary Stadium Zone, Secondary Stadium Zone, Soccer Stadium Zone, South Parking Lot Zone, and Freeway Zone. The Project Site is located within the Soccer Stadium Zone. The proposed SUD would allow the same amount and variety of signage currently authorized by the Specific Plan in the Primary Stadium Zone, Secondary Stadium Zone, and Freeway Zone. A new signage program associated with the Modified Project would be allowed in the Soccer Stadium Zone. In addition, some limited new signage associated with the Modified Project would be allowed in the South Parking Lot Zone (i.e., Parking Lot 6 south of the Project Site). The areas where Modified Project-related signage would be permitted are collectively referred to as the Signage Project Site, as shown in Figure 10 on page 24. The Signage Project Site consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking Lot Zone). The proposed signage program for the Signage Project Site, including permitted sign types, sizes, and locations, is provided in Appendix C of this Addendum.

As shown in Appendix C of this Addendum, total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a

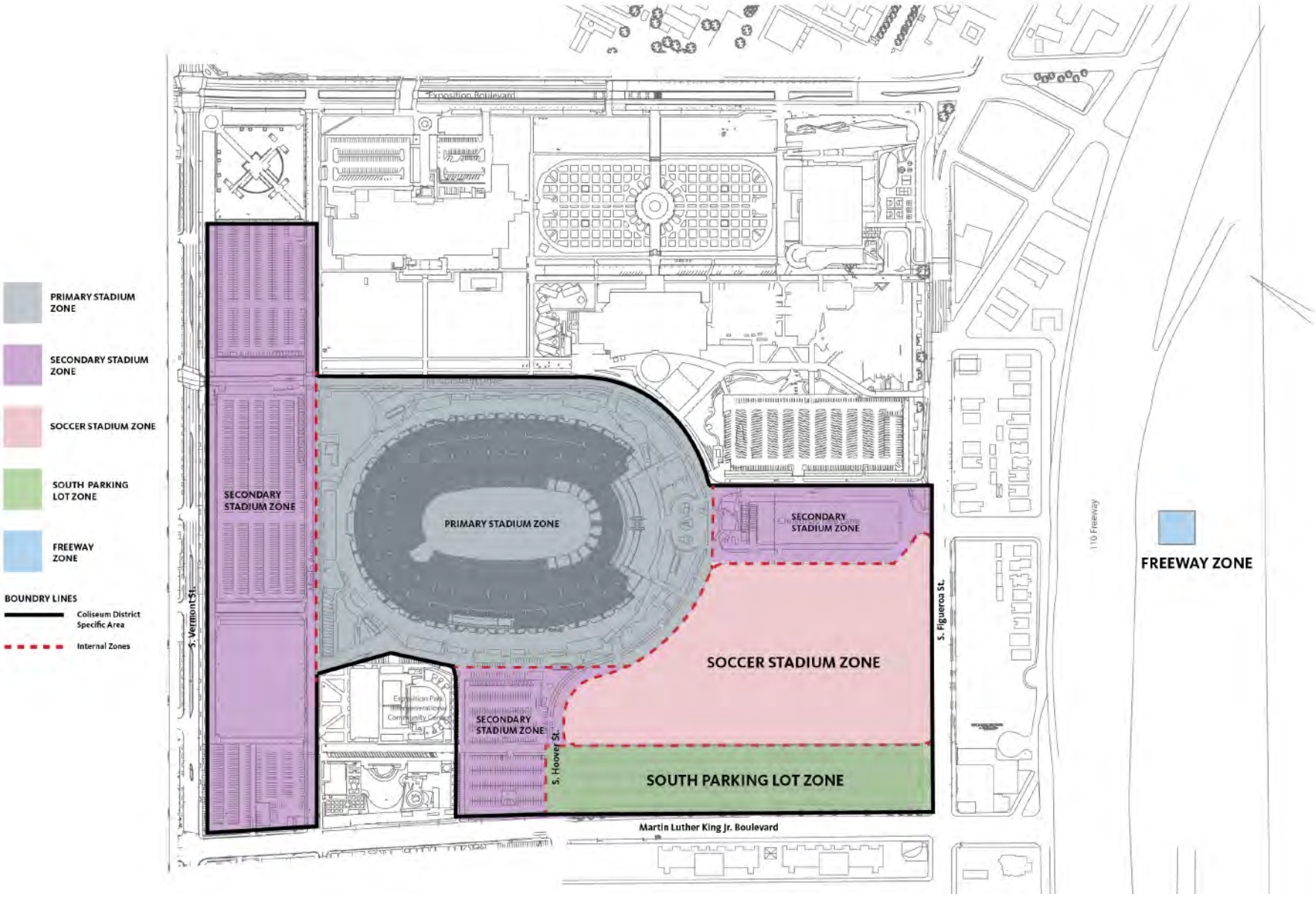

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Figure 9
Proposed Supplemental Use Sign District

Source: Gensler, 2015.

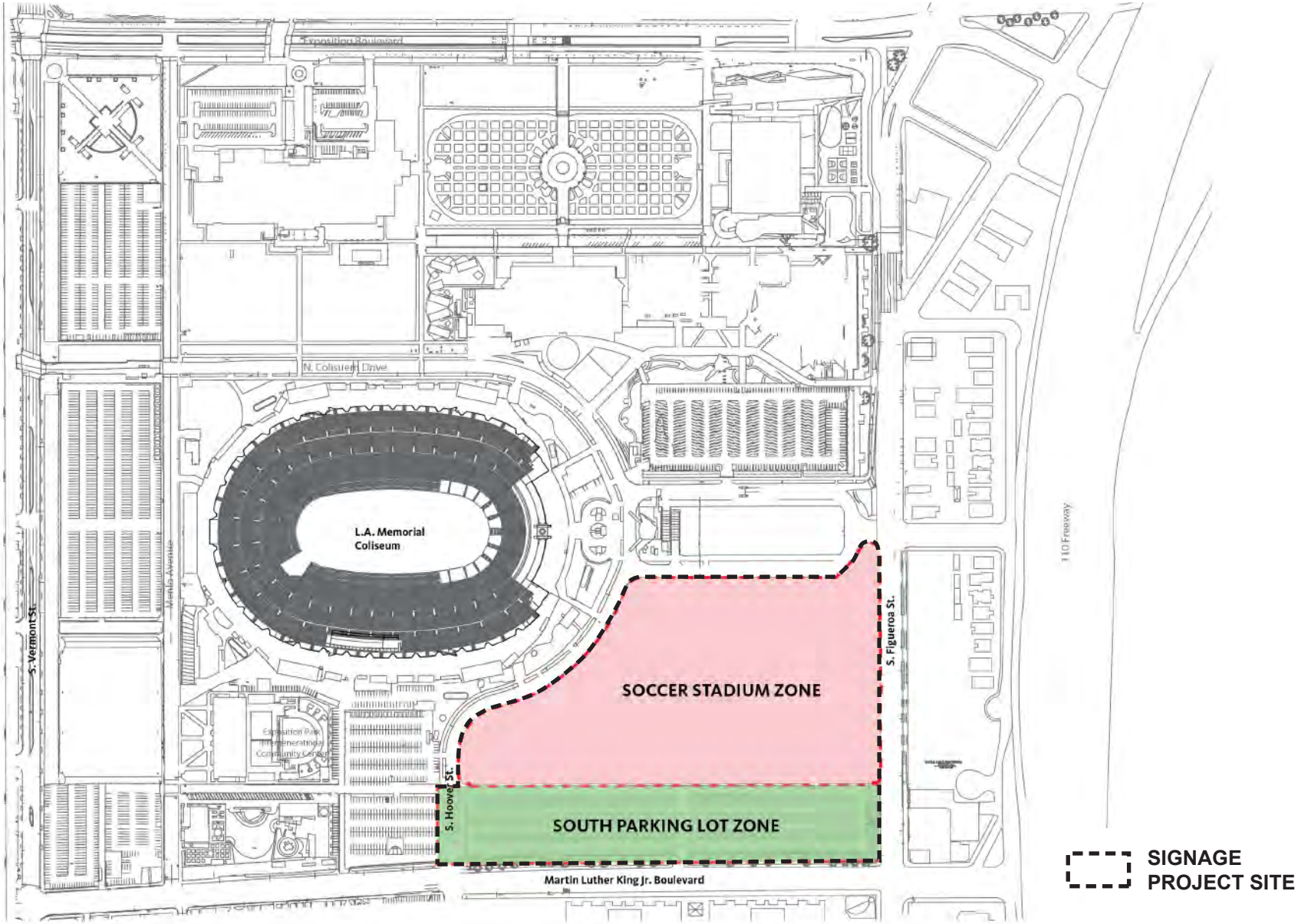

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Figure 10
Signage Project Site

Source: Gensler, 2015.

free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. In addition, the SUD would place limitations on the operating hours and illumination of permitted signs.

Lighting for the Modified Project would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

(4) VIP Parking Lot

Under the Modified Project, the VIP parking lot west of the stadium, which contains approximately 238 vehicle parking spaces, would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter fence and gates and accessed from South Coliseum Drive, similar to existing conditions.

(5) Figueroa Street Pedestrian Improvements and Project Site Boundary Modification

The Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. The portion of the sidewalk that would be redeveloped would include the on-site portion along the eastern boundary of the Project Site as well as two off-site portions north and south of the Project Site such that the improved sidewalk would extend from Christmas Tree Lane to Martin Luther King, Jr. Boulevard. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage, as noted above. The Modified Project also includes a slight modification to the Project Site boundary at the northeast corner of the Project Site so that the Project Site boundary generally corresponds with the southern and western edges of the South Coliseum Drive and Figueroa Street

rights-of-way, respectively, as shown in Figure 1, Figure 2, and Figure 3 on pages 5. 6, and 13, respectively. With this change, the size of the Project Site remains approximately 15 acres, which is substantially consistent with the Project Site analyzed in the Certified EIR.

(6) Sustainability Features

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Specific sustainability features that have been incorporated into the Modified Project are summarized below. It should be noted that while this Addendum evaluates the potential environmental impacts that would occur from the proposed modifications to the Original Stadium Project, i.e., the Ancillary Uses that would be developed under the Modified Project, in order to present a comprehensive and informative description of the degree of sustainability for the development as a whole, the proposed sustainability features would apply to all development located within the Project Site, including the stadium component of the Modified Project.

<u>Site Location and Community Access</u>

- The Project Site is located approximately two miles southwest of downtown, within Exposition Park, on a previously developed urban site where substantial existing infrastructure is in place (refer to Figure 1 on page 5). This location provides convenient pedestrian access to several stops on the Expo Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). All of these transit facilities are operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site.

Water Efficiency

- The Modified Project would reduce indoor potable water demand by at least 20 percent below 2013 CALGreen requirements.
- The Modified Project would comply with City Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- The Modified Project would include conservation measures in accordance with Los Angeles Department of Water and Power (LADWP) requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).
- The Modified Project would use native, drought-tolerant plantings and xeriscape designs for non-playing field areas.

Water Quality

- The Applicant would prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plan (SUSMP), both of which would include Best Management Practices (BMPs), subject to City of Los Angeles Department of Building and Safety approval. The Modified Project would comply with applicable Los Angeles County Regional Water Quality Control Board (LARWQCB) requirements including National Pollutant Discharge Elimination System (NPDES) and Municipal Separate Storm Sewer System (MS4) requirements.

Energy and Atmosphere

- The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and would implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles.

Materials and Resources

- A minimum of 20 percent of all building materials would consist of pre-consumer and post-consumer recycled content and would be manufactured within a 500-mile radius of the Project Site.

- The Applicant would develop a construction and demolition debris recycling program to divert construction related solid waste and demolition debris from area landfills. Specifically, a minimum of 75 percent of all demolition and construction waste would be diverted for recycling.

- During operation, the Modified Project would divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging.

Indoor and Outdoor Air Quality

- An indoor air quality management plan would be prepared prior to construction. The design would specify interior finish materials such as adhesives, sealants, paints, flooring, and composite wood products with low emission rates of volatile organic compounds (VOCs) to reduce the generation of indoor air contaminants that are odorous, irritating and/or harmful to the comfort and well-being of the construction work force and building occupants.

- The Applicant would implement South Coast Air Quality Management District (SCAQMD)-recommended BMPs during construction and would comply with SCAQMD Rule 403—Fugitive Dust.

- The Applicant would use low-VOC paints for all interior and exterior surfaces.

(7) Site Access and Parking

Parking for the Modified Project would be provided by the supply available at Exposition Park. Exposition Park provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park (not including the on-site VIP parking lot, as discussed below). These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of a Non-Disturbance Agreement between the California Science Center and USC, during special events at the

Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center parking structure and 375 spaces may be reserved by the Natural History Museum in Lot 3. If these reservations occur, an estimated 4,986 spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter these parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the existing VIP parking lot located on the Project Site, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park to up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

Vehicle access to the Project Site would be provided off of Figueroa Street via Exposition Park Drive (Christmas Tree Lane) and Martin Luther King, Jr. Boulevard. Primary vehicle access on non-event days would occur at the existing signalized intersections of Hoover Street/Martin Luther King, Jr. Boulevard and Figueroa Street/ Exposition Park Drive/39th Street. Truck access to the Project loading docks would be provided from South Coliseum Drive (Hoover Street). Additionally, the south drive of Christmas Tree Lane could be closed to traffic and open to pedestrians prior to and during events at the stadium, and would be re-opened to allow for exiting traffic prior to completion of the event.

The Modified Project would provide a minimum of 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium, of which 107 (58 short-term and 49 long-term) would be provided in LAMC-compliant bike racks and would satisfy LAMC bicycle parking requirements for the Modified Project's Ancillary Uses on non-event days. The remaining 333 bicycle parking spaces would be managed via a bicycle valet service on event days.

(8) Construction

Construction of the Modified Project is anticipated to take approximately 20.5 months to complete, which is slightly longer than the construction duration assumed for the Original Stadium Project in the Certified EIR. Construction is anticipated to involve five key phases: abatement and soft demolition (approximately 10 weeks); structure demolition (approximately 14 weeks); grading (approximately 4 weeks); building construction (approximately 14 months); and site finishing (approximately 2 months,

overlapping with the last several weeks of building construction). It is estimated that demolition of the existing Sports Arena would create approximately 5.4 million cubic feet of debris, a large percentage of which would be reused on-site as base material. Up to 200,000 cubic yards (cy) of soil would be moved and re-compacted on-site. Whereas the Original Stadium Project analyzed in the Certified EIR estimated an import of approximately 125,000 cy of soil, the Modified Project could result in a total import/export of up to 30,000 cy of soil. Construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard, and construction worker parking would be coordinated through the Exposition Park General Manager.

(9) Discretionary Actions

The Lead Agency with discretionary authority to approve the Modified Project is the Coliseum Commission. In addition, the Modified Project would require various discretionary and ministerial approvals from the City of Los Angeles. In addition to approval of the Modified Project by the Coliseum Commission, approvals required for development of the Modified Project by the City of Los Angeles would include, but may not be limited to, the following:

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, floor area ratio (FAR), height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage; and
- Possible Board of Police Commissioners permit for extended interior construction hours.

Other discretionary approvals for the Modified Project may include:

- Haul Route approval (as applicable);
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California

Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

IV. Comparative Analysis of Modified Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and focus on the potential changes in environmental impacts that could result from implementation of the Modified Project. Specifically, potential impacts attributable to the Modified Project are compared with the analysis and findings within the Certified EIR to determine if such impacts are within the envelope of impacts documented in the Certified EIR, including whether new significant impacts would result from the Modified Project or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, and as summarized in Table 2 on page 32, the Modified Project would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR. In addition, a revised Mitigation Monitoring Program (MMP) containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Table 2
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
A. Aesthetics/Visual Resources		
Visual Character/Views		
Construction	Not Analyzed	Less Than Significant
Operation	Less Than Significant	Less Than Significant
Light, Glare, and Shading		
Light and Glare	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Shading	Not Analyzed	Less Than Significant
B. Agriculture and Forestry Resources		
Agricultural Resources	No Impact	No Impact
Forestry Resources	Not Analyzed	No Impact
C. Air Quality		
Construction		
Regional Emissions	Significant and Unavoidable	Significant and Unavoidable
Local Emissions	Less Than Significant	Less Than Significant
Operation		
Regional Emissions	Less Than Significant	Less Than Significant
Local Emissions	Not Analyzed	Less Than Significant
D. Biological Resources		
Biological Resources	No Impact	Less Than Significant
E. Cultural Resources		
Archaeological Resources	Not Analyzed	Less Than Significant
Paleontological Resources	Not Analyzed	Less Than Significant with Mitigation
Historic Resource	Significant and Unavoidable	Significant and Unavoidable
F. Geology and Soils		
Geology and Soils	Not Analyzed	Less Than Significant
G. Greenhouse Gas Emissions		
Greenhouse Gas Emissions	Less Than Significant	Less Than Significant
H. Hazards and Hazardous Materials		
Hazards and Hazardous Materials	Less Than Significant	Less Than Significant with Mitigation
I. Hydrology and Water Quality		
Hydrology and Water Quality	Less Than Significant	Less Than Significant

Table 2 (Continued)
Comparison of Impacts Under the Original Stadium Project and the Modified Project

	Original Stadium Project Impact	Modified Project Impact
J. Land Use and Planning		
Consistency with Regulatory Framework	Less Than Significant	Less Than Significant
Land Use Compatibility—Construction	Significant and Unavoidable	Significant and Unavoidable
Land Use Compatibility—Operation	Less Than Significant	Less Than Significant
K. Mineral Resources		
Mineral Resources	No Impact	No Impact
L. Noise		
Construction	Significant and Unavoidable	Significant and Unavoidable
Operation	Significant and Unavoidable	Significant and Unavoidable
M. Population, Housing, and Employment		
Population	Less Than Significant	Less Than Significant
Housing	Less Than Significant	Less Than Significant
Employment	Less Than Significant	Less Than Significant
N. Public Services		
Fire Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Police Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Schools	Not Analyzed	Less Than Significant
Parks and Recreation	Not Analyzed	Less Than Significant
Other Public Facilities (Libraries)	Not Analyzed	Less Than Significant
O. Traffic and Circulation		
Construction		
Traffic	Not Analyzed	Less Than Significant
Operation		
Intersections	Less Than Significant	Less Than Significant
Congestion Management Program	Not Analyzed	Less Than Significant
Access	Not Analyzed	Less Than Significant
Parking	Less Than Significant	Less Than Significant
P. Utilities and Service Systems		
Water Supply	Less Than Significant	Less Than Significant
Wastewater	Less Than Significant	Less Than Significant
Solid Waste	Less Than Significant	Less Than Significant
Energy	Less Than Significant	Less Than Significant

Source: Eyestone Environmental, 2015.

A. Aesthetics

The following analysis of the Modified Project's potential impacts associated with aesthetics (visual character and views, light and glare and shading) is based on the analysis provided in Section IV.A, Aesthetics, of the Certified EIR, and on the Environmental Impact Lighting Study (Lighting Study) prepared for the Modified Project by Francis Krahe & Associates, dated August, 2015, which is included in Appendix B of this Addendum. The Lighting Study evaluates the proposed lighting program associated with the Modified Project and determines whether the Modified Project would result in new significant light and glare impacts not previously identified in the Certified EIR.

(a) Visual Character and Views

(i) Construction

Construction-related visual character and views impacts were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide and within the Certified EIR, visual character and views impacts are based on a number of factors that are used to determine whether a Project would substantially alter, degrade, or eliminate the existing visual character of an area. As set forth on pages IV.A-21–IV.A-22 of the Certified EIR, these factors include the existing valued aesthetic features that would be removed; open space to be developed; integration of new structures with open spaces; contrast of project features with the area's aesthetic image; the potential for new structures to detract from the existing image of the area; the Project's contribution to the area's aesthetic value; and consistency of the Project with applicable design guidelines and/or regulations.

Similar to the Original Stadium Project, during construction activities for the Modified Project, the visual appearance of portions of the Project Site would be altered due to the removal of the existing Sports Arena building and redevelopment of the Project Site with a new stadium building, and the Modified Project's proposed Ancillary Uses and outdoor open space areas. Related construction activities including site preparation and grading and the staging of construction equipment and materials (i.e., bulldozers, portable toilets, and offices) would also alter the visual character of the Project Site. However, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities from off-site areas. Given the temporary nature of construction activities and the use of screening to limit views of construction activities, short-term construction activities would not substantially and adversely alter or degrade the existing visual character of the Project Site. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related visual character and view impacts. Construction-related impacts to views and visual character would be less than significant, and no mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to visual character and views during operation of the Original Stadium Project would be less than significant (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth above, the thresholds on which this analysis was based are stated on pages IV.A-21–IV.A-22 of the Certified EIR. As discussed in the Certified EIR, the Original Stadium Project would result in a notable change to the existing character of the Project Site, as the Sports Arena building would be demolished and replaced with a modern, open-roof stadium complex. The new soccer stadium proposed under the Original Stadium Project, while architecturally different than the existing Sports Arena, would have occupied approximately the same general height, mass, and orientation as the Sports Arena. In addition, architecturally, the Certified EIR stated that the Original Stadium Project would be designed to complement the existing public use structures within Exposition Park and would generally improve the visual character in the project area. Perimeter landscaping and pedestrian plaza areas of the Original Stadium Project would be improved around the stadium fronting Figueroa Street. In addition, the Certified EIR determined that views from residential and commercial uses in the outlying vicinity would not be adversely affected since the Original Stadium Project would occupy the same general field of view as the existing Sports Arena building. With regard to signage, the Certified EIR concluded that while a detailed signage program was not developed at the time of preparation of the EIR, signage would be implemented in accordance with all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Accordingly, the Certified EIR determined that under the Original Stadium Project, visual character and view impacts, including impacts related to the addition of signage to the Project Site, would be less than significant.

As described in detail in Section III, Project Description of this Addendum, the physical development envelope under the Modified Project would not vary substantially from the Original Stadium Project. Specifically, as with the Original Stadium Project, the Modified Project includes an approximately 22,000-seat soccer stadium and associated uses, which would replace the existing Sports Arena within Exposition Park. Proposed modifications to the Original Stadium Project include the addition of up to approximately 105,900 square feet of ancillary amenity floor area (Ancillary Uses), and refinements to the design of the stadium and open space areas. Most of the Ancillary Uses would be centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as a primary public entry to the stadium. The Northwest Plaza is designed to serve as an active public space that would be integrated with ground-floor restaurants with outdoor dining areas. The Ancillary Uses would be a maximum of 75 feet above grade. The Modified Project would also include a 40- to 70-foot setback along Figueroa Street to activate the pedestrian

realm. Overall, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas.

Under the Modified Project, the proposed stadium would be oriented along a north-south axis and, like the Original Stadium Project, would be located within the eastern portion of the Project Site (within a portion of the footprint area currently occupied by the Sports Arena). The footprint of the stadium under the Modified Project would be somewhat larger than under the Original Stadium Project in order to provide for a more modern stadium that includes the amenities expected of a world-class professional sports stadium. Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from the grade along Figueroa Street), roughly at the same elevation as the floor of the existing Sports Arena, consistent with the Original Stadium Project. The top of the roof canopy of the stadium would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The roof canopy skin would consist of a translucent, ETFE material, which would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The main concourse of the stadium would be located at street level and would provide an open-air, 360-degree circulation path around the stadium, connecting to several general and premium entry points distributed along the stadium perimeter. In addition, the stadium's northeast and southeast corners would be open to provide views into and out of the stadium seating bowl. Specifically, these openings would allow for clear views into the stadium from the street and sidewalk along Figueroa Street at the primary entrance to Exposition Park, and would frame focal views of the downtown skyline from within the seating bowl, particularly from the southwest corner. The base of the stadium at street level would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates such as the Travertine and the concrete used extensively on those venues. Entry gates would be clearly identifiable and would prominently feature signage integrated into their design. As such, the design of the street level façades would relate to a human scale.

As discussed in detail in Section III, Project Description, on page 4 of this Addendum, the proposed Supplemental Use Sign District (SUD) for the Modified Project would authorize a new signage program in the proposed Signage Project Site, which consists of the Project Site in addition to a small area at the southwest corner of Christmas Tree Lane and Figueroa Street (located in the SUD's proposed Soccer Stadium Zone), and Parking Lot 6 to the south of the Project Site (located in the SUD's proposed South Parking

Lot Zone). Total signage allowed in the Signage Project Site as part of the SUD for the Modified Project, excluding aerial view signs, information signs, temporary signs, and interior signs, would be approximately 44,500 square feet, including up to approximately 19,200 square feet of digital signage. Individual signs could vary from approximately 40 to 3,800 square feet in size, depending on the sign zone, sign type, and location. Permitted signage would include a freestanding digital sponsorship sign along Figueroa Street in the South Parking Lot Zone, a free-standing digital sign near the southeast corner of the Soccer Stadium Zone along Figueroa Street, a free-standing digital sign near the entry to Exposition Park at Christmas Tree Lane at the northeastern corner of the Soccer Stadium Zone adjacent to Figueroa Street, and digital signs integrated with the architecture of the stadium. In addition, smaller-scale, directional pedestrian and vehicular signage would be placed throughout the Signage Project Site as necessary to facilitate access and safety. The types and extent of permitted signage would emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed.

Based on the physical description of the Modified Project summarized above and the more detailed description provided in Section III, Project Description, of this Addendum, potential visual character and views impacts, including impacts related to signage, would continue to be less than significant under the Modified Project. The Project Site is located within an urbanized area and specifically within the 145-acre Exposition Park, a major community resource and destination within the City that includes the Coliseum, several museums, educational facilities, recreational amenities and open space areas, including existing signage and approved additional signage pursuant to the Coliseum District Specific Plan. Exposition Park, including the Sports Arena and the Coliseum, has been a renowned destination for major sporting and entertainment activities for decades. The Modified Project would therefore continue the primary existing use on the Project Site by providing an iconic sports and entertainment destination. Further, the Modified Project would replace an aging, underutilized indoor stadium with a new, open-air stadium characterized by contemporary, streamlined architecture. As shown in the visual renderings provided in Figure 4 through Figure 6 on pages 16 through 18 of this Addendum, the stadium would be designed to create an iconic venue for LAFC and the City of Los Angeles, and would consist of materials and color palates that draw influence from adjacent structures within Exposition Park, including the Coliseum. While the height and massing of the new structures would be taller than the existing Sports Arena, the proposed height of the new structures would be modulated with building heights that would range from approximately 75 feet above grade (for the Ancillary Uses in the Northwest Plaza, closest to the Coliseum) to approximately 105 feet above grade (for the proposed stadium roof structure located within the southeast portion of the site furthest from the Coliseum). The proposed building heights would be visually compatible with and within the context of the adjacent

Coliseum, which reaches a height of approximately 75 feet above grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[3] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. As discussed in detail in Section IV.E, Cultural Resources, on page 61 of this Addendum, the Coliseum's historic significance would not be materially impaired by the physical design of the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

In addition, the openings within the façade of the Modified Project's stadium and its translucent roof canopy would create additional architectural articulation and view opportunities (as discussed below), thereby contributing to the area's aesthetic value. Furthermore, as summarized above, the new structures would be integrated with approximately 143,000 square feet of improved public open space around the Project Site, which would include a new Northwest Plaza that would also be integrated with the Coliseum and adjacent areas within Exposition Park, as well as an expansive setback along Figueroa Street that would include enhanced landscape and streetscape to activate the western portion of the Project Site and create an inviting pedestrian space. Further, under the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. In addition, trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. In addition, the proposed reconfiguration and re-landscaping of the VIP parking lot would enhance the aesthetic character of the southern portion of the Project Site as compared to existing conditions. Thus, the visual appearance of the Modified Project would be appropriate in the context of existing development on and immediately surrounding the Project Site and the Modified Project would not degrade the general visual character of the Project Site.

The proposed signage program would represent an important component of the Modified Project and a strong visual element that would influence the aesthetics of the Project Site. As previously described, the Modified Project's signage program would allow a variety of sign types with requirements based on specific locations. The types and extent of permitted signage would emphasize the event- and entertainment-oriented aspect of the Project Site and complement the existing and approved signage environment in Exposition Park. The signage program is intended to support stadium operations and revitalize the

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[3] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

Project Site as a major sports and entertainment venue, consistent with its historic use. Central to this concept is the goal of establishing a unique visual identity for the Project Site, which would be achieved in part through dynamic signage. As discussed in Section III, Project Description, on page 4 of this Addendum, the proposed SUD would place limitations on the types, amounts, locations, sizes, operating hours, and illumination of permitted signs. By design, Modified Project signage would be consistent with the character of a sports and entertainment venue (i.e., a well-lit and active environment with substantial pedestrian activity including nighttime activity), such as that which already exists on-site and within the surrounding area, including at the adjacent Coliseum. In addition, as discussed below, proposed signage would not result in significant light and glare impacts. Thus, proposed signage would not result in significant impacts associated with visual character when compared with the existing and contemplated visual character of the area as set forth in existing planning policies such as the Coliseum District Specific Plan. Overall, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), the Modified Project would result in less-than-significant impacts associated with visual character, and no mitigation measures are required.

With regard to views, as stated in the Certified EIR, due to the developed nature of the Project Site vicinity, existing views from the ground level are limited by existing structures and ornamental landscaping. Views of aesthetic resources in the Project Site vicinity include views of the Coliseum and landscaped open space areas within Exposition Park, as well as intermittent distant views of the downtown skyline. As discussed above, the stadium under the Modified Project would be located in the same general location of the existing Sports Arena. While the building height and massing would increase as compared to the existing Sports Arena and the Original Stadium Project, the building height would be modulated to locate shorter building heights closer to the Coliseum. However, there are very limited views of the Coliseum across the Project Site from the public right-of-way along Figueroa Street due to the presence of the Sports Arena and existing trees and landscaping. Accordingly, while the Modified Project would be taller than the Original Stadium Project, it would not result in the blockage of existing unobstructed views of the Coliseum. Further, the Modified Project has been sited so as to not block views of the Coliseum when entering Exposition Park from Figueroa Street (i.e., along Christmas Tree Lane), which is the most important public view corridor in the vicinity in terms of conveying the aesthetic and historic importance of the Coliseum (refer to Section IV.E, Cultural Resources, on page 61 of this Addendum). With regard to views of the downtown skyline, as is the case under existing conditions, and as would have been the case under the Original Stadium Project, such views would continue to be available on an intermittent basis. As compared to the Original Stadium Project, the openings in the Modified Project stadium's northeast and northwest corners would provide enhanced viewing opportunities of the downtown skyline, that are by design intended to provide dramatic and prominent views of this visual resource. With regard to landscaped open space areas within

Exposition Park, as was the case under the Original Stadium Project, the accessibility of such views would vary depending on the vantage point of the viewer. However, in general, the Modified Project would provide enhanced connections to adjacent open space areas through the Northwest Plaza and associated pedestrian walkways, providing more opportunities to access and view open space areas within Exposition Park. Thus, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.A, Aesthetics, of the Certified EIR), potential impacts associated with views under the Modified Project would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect visual character and views, including impacts related to signage, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Light and Glare

(i) Construction

Potential impacts associated with construction-related lighting and glare were not assessed in detail in the Certified EIR. As set forth on page IV.A-22 of the Certified EIR, impacts with respect to light and glare would be significant if the Project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area.

The Modified Project would implement Mitigation Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Thus, construction lighting would be limited to very short durations during the winter season and would be temporary. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened and would limit views of construction activities. Therefore, uses which are not adjacent to the Project Site would not be anticipated to be substantially affected by construction light or daytime glare. Thus, through implementation of the identified mitigation measure and Project Design Feature, and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant. As such, construction of the Modified Project would not result in any new significant impacts with respect to construction-related lighting. No additional mitigation measures are required.

(ii) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to lighting during operation would be less than significant through compliance with mitigation measures (refer to Section IV.A, Aesthetics, of the Certified EIR). As set forth on page IV.A-22 the Certified EIR, impacts with respect to light and glare would be significant if a project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area. In the context of the applicable thresholds identified in the Certified EIR and applicable LAMC requirements related to lighting, the previously referenced Lighting Study was prepared for the Modified Project to determine whether potential lighting and glare from Modified Project operations would result in any new significant impacts that were not identified in the Certified EIR, or whether the previously identified significant impacts would be substantially more severe (see Appendix B of this Addendum). The Lighting Study specifically considers light and glare impacts to be significant if the Modified Project: (1) generates light intensity levels of 2.0 foot-candles or more at the property boundary from exterior on-site light sources[4]; (2) generates light emissions associated with an illuminated sign that produces a light intensity exceeding 3.0 foot-candles at the property line of a residence or other sensitive receptor; (3) creates new high contrast conditions visible from a field of view from sensitive receptor; or (4) incorporates substantial amounts of highly reflective building materials or signage (i.e., daytime glare) in areas that are highly visible to off-site glare-sensitive uses.

As discussed in the Certified EIR, the Original Stadium Project would include stadium lights and other sources of lighting such as pole-mounted lighting for parking lot areas, pedestrian walkways, and security lighting for pedestrian plaza areas that could result in light spillage onto adjacent properties and land uses. In particular, when compared with the existing indoor Sports Arena facility, nighttime events and games held at the Original Stadium Project would generate a high degree of artificial lighting in the night sky. However, under the Original Stadium Project, proposed lighting would be designed in a manner that limits spillover and light pollution to the maximum extent feasible. For example, the Certified EIR explained that the lighting system would employ directional lighting fixtures to illuminate the field level. In addition, Mitigation Measure A-1 required that outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. With regard to daytime glare, Mitigation Measure A-2 limited the types of building materials to be employed in order to address potential daytime glare impacts. Thus, with the

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[4] *The LAMC addresses lighting intensity levels at the property line of the nearest off-site residence of other light-sensitive use. To provide a conservative analysis, potential lighting impacts are based on the Specific Plan boundary or in the case of the eastern site boundary of the Project Site, the centerline of Figueroa Street.*

implementation of these measures, the Certified EIR concluded that Original Stadium Project's potential aesthetic impacts associated with light and daytime glare would be less than significant.

As with the Original Stadium Project, the Modified Project includes lighting and signage to support stadium operations. Lighting would include lighting of the stadium, including the field and associated amenities and ancillary uses (e.g., outdoor dining and seating areas, plazas, and walkways). As discussed above, new signage would be provided as part of a signage program for the Modified Project to emphasize the event and entertainment-oriented aspect of the Project that would be implemented via the proposed SUD. As described in detail in Section III, Project Description, on page 4, and within Appendix C of this Addendum, signage types for the Modified Project could include identification signs, temporary event signs, electronic digital displays, changeable message LED boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. Lighting emissions resulting from the illuminated signage are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

A detailed analysis of the potential light and glare impacts associated with proposed lighting and signage under the Modified Project is provided in the Lighting Study included as Appendix B of this Addendum. As discussed in detail in the Lighting Study, a computer model was used to evaluate the Modified Project's potential lighting impacts. To analyze potential lighting impacts, both illuminance and glare from the Modified Project were evaluated. As discussed in the Lighting Study, illuminance is defined as the measured amount of illumination that falls on a given area from a light source, and glare (also referred to as contrast) is defined as the magnitude of the sensation that results when an individual views a surface from which light comes to the eye. A summary of these analyses is provided below. Also included in the evaluation of potential glare impacts below is an analysis of daytime glare.

Illuminance

As described in detail in the Lighting Study, the illuminance analysis for the Modified Project was conducted using a detailed computer model and in accordance with recommended practices established by the Illuminating Engineering Society of North America (IESNA). For the field and on-site lighting, the model evaluated potential lighting impacts at the centerline of Figueroa Street, at the southern Specific Plan boundary at the north edge of Martin Luther King, Jr. Boulevard, at the northern Specific Plan boundary at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of the field and associated amenities and Ancillary Uses within the Project Site. For signage, consistent with applicable LAMC requirements, the model evaluated potential lighting impacts at the

Figueroa Street east boundary, at the southern edge of Martin Luther King, Jr. Boulevard, at the north edge of Christmas Tree Lane and at the Specific Plan boundary west of Hoover Street. The analysis conservatively assumed simultaneous lighting of all proposed illuminated signage (including digital signage).

In addition, the analysis assumed incorporation of specific Project Design Features relative to lighting that would be implemented as part of the Modified Project and would reduce impacts associated with lighting. Specifically, as set forth in Project Design Feature A-2, stadium field lighting would be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. In accordance with Project Design Feature A-3, the Project's field lighting would include high-intensity LED fixtures in specified areas and a no lighting fixture zone would be specified as shown in Figure 34 of the Lighting Study. Furthermore, in accordance with Project Design Feature A-4, design elements would be incorporated to limit the direct view of the light source surface of all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. In accordance with Project Design Feature A-5, all light sources, including illuminated signage, would comply with CALGreen (Part 11 of Title 24, California Code of Regulations). Finally, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night.

As summarized in Table 3 on page 44, potential illuminance impacts resulting from field and other on-site lighting proposed under Modified Project would be well below the 2.0-foot-candle significance threshold. In addition, the maximum calculated illuminance would be less than the IESNA recommendations of 8 lux (0.76 foot-candle) for Lighting Zone 3 in which the Project Site is located. As discussed in detail in the Lighting Study, the highest illumination levels would be along Figueroa Street. However, this area is already well illuminated with existing horizontal illuminance levels above 3.0 foot-candles directly across Figueroa Street from the Project Site. Furthermore, Mitigation Measures A-1 and A-2 set forth in the Certified EIR would continue to be incorporated to ensure that impacts associated with illumination from on-site lighting would be less than significant. Thus, no additional mitigation measures are required.

As discussed above, lighting emissions resulting from the illuminated signage proposed by the Modified Project are expected to be emitted from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards. In accordance with Project Design Feature A-5, illuminated signage would comply with the requirements outlined in CALGreen, and as such, would require 65 percent dimming of signage at night. In addition, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night. As described in detail in the Lighting Study and summarized in Table 4 on page 45, lighting impacts

Table 3
Field and Site lighting Illuminance Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
1-1	Vertical Plane 80 feet high at Centerline of Figueroa St.	0.066	0.735	0.000	Below Threshold
1-2	Vertical Plane 80 feet high at north edge of Martin Luther King, Jr. Blvd.	0.010	0.259	0.000	Below Threshold
1-3	Vertical Plane 80 feet high at north edge of Christmas Tree Ln.	0.014	0.034	0.000	Below Threshold
1-4	Vertical Plane 80 feet high at Specific Plan Boundary west of Hoover St.	0.000	0.000	0.000	Below Threshold

[a] *Threshold is 2.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

resulting from the proposed illuminated signage on neighboring residential properties would be below the 3.0-foot-candle threshold. Thus, potential illumination impacts associated with signage would be less than significant and no mitigation measures are required.

Glare

With regard to glare/contrast from Modified Project lighting, the most sensitive locations for potential glare impacts are those sites closest to the Project Site. Thus, the most sensitive locations are to the east of the Project Site followed by the locations to the south of the Project Site. These locations were evaluated in detail in the Lighting Study.

As discussed above, the Modified Project would include a variety of lighting types, including high-intensity LED field lighting and LED pole lighting. However, as discussed in detail in the Lighting Study, the design of the Modified Project, together with the proposed Project Design Features, would limit direct view of any light sources from areas outside of the Specific Plan boundary. Specifically, as demonstrated by the detailed analysis in the Lighting Study, the receptors to the east of Figueroa Street would not experience high glare conditions due to design features of the Modified Project that screen the field surface and direct view of the field light fixtures, the use of opaque façades and walls that eliminate direct light, and the use of directed and shielded lighting per CALGreen. As such, the resulting contrast from lighting under the Modified Project would be low to medium, resulting in no glare impacts from new lighting sources. With respect to potential glare from

Table 4
Illuminated Signage Calculation Results

Location	Description	Illuminance (foot-candles)			Impact[a]
		Average	Maximum	Minimum	
2-1	Vertical plane 80 feet high at the east edge of Figueroa St.	1.150	2.900	0.100	Below threshold
2-2	Vertical plane 80 feet high at the south edge of Martin Luther King, Jr. Blvd.	0.120	0.600	0	Below threshold
2-3	Vertical plane 80 feet high at the north edge of Christmas Tree Ln.	0.220	0.300	0.100	Below threshold
2-4	Vertical plane 80 feet high at the Specific Plan Boundary west of Hoover St.	0	0	0	Below threshold

[a] *Threshold is 3.0 foot-candles or more.*

Source: Francis Krahe & Associates, 2015.

signage, as stated above, in accordance with Project Design Feature A-6, signage brightness would not exceed 800 candelas per square meter at night, which would ensure that adjacent sensitive receptors do not experience substantial glare effects from Modified Project signage. In addition, as required by the Outdoor Advertising Act, Modified Project signage would not contain flashing images that are visible from freeways. Electronic digital display signage with changing messages, including those visible from the freeway, would consist of static images that remain at a constant brightness for no less than 8 seconds, and then complete an instant refresh to the next image which would then be static for no less than 8 seconds.[5] Accordingly, potential nighttime glare impacts from the Modified Project, including the proposed signage program, would be less than significant and no mitigation measures are required.

With regard to potential impacts from daytime glare, Mitigation Measure A-2 in the Certified EIR requires that the exterior of the proposed structure shall be constructed of materials including, but not limited to high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize

[5] *The Outdoor Advertising Act defines "flashing" as a light or message that changes more than once every 4 seconds.*

glare and reflected heat. With continued implementation of this Mitigation Measure, potential daytime glare impacts under the Modified Project would be less than significant.

(c) Shading

Potential impacts associated with shading were not assessed in detail in the Certified EIR. As set forth in the L.A. CEQA Thresholds Guide, a project would have a significant shading impact if off-site shadow-sensitive uses would be shaded by project-related development for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).[6]

As discussed above, the proposed structures under the Modified Project would range in height from approximately 75 feet within the northwestern portion of the Project Site to a maximum of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet. The closest off-site shadow-sensitive uses to the Specific Plan area are residential uses located across Figueroa Street to the east followed by residential uses to the of south of Martin Luther King, Jr. Boulevard. Based on the proposed building heights, the maximum shadows that would be generated by the proposed structures would extend approximately 345 feet in a northern orientation during the winter. Given the location of the shadow-sensitive uses to the east and south of the site, as well as the presence of intervening roadways (i.e., Figueroa Street and Martin Luther King Jr., Boulevard) and surface parking areas, the Modified Project would not shade off-site shadow-sensitive uses for more than three hours during any time of the year. As such, the Modified Project's potential shading impacts would be less than significant and no mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR and the proposed Project Design Features, implementation of the Modified Project would not result in any new significant impacts with respect aesthetics, and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

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[6] *Shade-sensitive uses under the Los Angeles CEQA Thresholds Guide include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors.*

(d) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to aesthetics:

PDF A-1: The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities

PDF A-2: Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control.

PDF A-3: The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study.

PDF A-4: Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west.

PDF A-5: All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations).

PDF A-6: Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise.

The following mitigation measures were included in the Certified EIR to reduce potential aesthetics impacts to less than significant levels. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM A-1: Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

EIR Mitigation Measure MM A-2: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance

and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

B. Agriculture and Forestry Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to agricultural resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to agricultural resources could occur if a project were to convert designated farmland to non-agricultural use, conflict with existing zoning for agricultural use or a Williamson Act contract, or otherwise result in the conversation of farmland. The Project Site is currently developed with the Sports Arena and is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. There are no existing or mapped agricultural resources within the Project Site and such uses are not proposed as part of the Modified Project. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Thus, the Modified Project would not result in the conversion of designated farmland. In addition, the Modified Project would not conflict with agricultural zoning or a Williamson Act contract. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts to agricultural resources would occur under the Modified Project. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to agricultural resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

Potential impacts to forestry resources were not assessed in detail in the Certified EIR for the Original Stadium Project (Appendix G of the CEQA Guidelines was amended to include forestry resources effective March 2010). Significant impacts to forestry resources could occur if a project were to result in the loss or conversion of forest land, or conflict with existing zoning for forest land or timberland. The Project Site is located in an urbanized area and does not include any forest land or timberland. Additionally, the Project Site is not zoned for forest land, and is not used as forest land. Therefore, development of either the Original Stadium Project or the Modified Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. Accordingly, no impacts to forestry resources would occur and no mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to forestry resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

C. Air Quality

(a) Construction

The Certified EIR for the Original Stadium Project concluded that air quality impacts from construction of the Original Stadium Project would be significant and unavoidable for regional emissions and less than significant for localized emissions (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, the Original Stadium Project would generate pollutant emissions from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction, including the application of architectural coatings; paving and asphalting; construction workers traveling to and from the Project Site; delivery and hauling of construction supplies and debris to and from the Project Site; and, the fuel combustion generated by on-site construction equipment.

The Modified Project would consist of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). In addition, as described in Section III, Project Description, on page 4 of this Addendum, the Modified Project would have a slightly longer construction period (by 0.5 month) and a total import/export of up to 30,000 cubic yards (cy) of soil compared to the Original Stadium Project's estimated import of approximately 125,000 cy of soil. Therefore, construction haul trips are anticipated to be less under the Modified Project. However, as a result of the modifications proposed under the Modified Project, potential construction-related emissions associated with the Modified Project were quantified to determine whether the changes in the proposed development program would have the potential to increase the severity of previously identified significant impacts or result in new, previously unidentified significant impacts related to construction air emissions.

With regard to regional emissions, the Certified EIR determined that the peak daily emissions generated during construction of the Original Stadium Project would exceed the regional emissions threshold recommended by the South Coast Air Quality Management District (SCAQMD) for nitrogen oxides (NO_X) during the grading/site preparation phase, as well as the threshold for reactive organic compounds (ROG) during the building and coating phase. The Certified EIR included Mitigation Measures MM B-1 and MM B-2, requiring compliance with SCAQMD Rule 403 and the use of low-volatile organic compound (VOC) paints, respectively, to reduce these impacts to the extent feasible. However, even with implementation of these mitigation measures, the Certified EIR determined that levels of NO_X and ROG would exceed applicable thresholds. Therefore, the Certified EIR concluded that regional air quality impacts associated with construction emissions would be significant and unavoidable under the Original Stadium Project.

Construction of the Modified Project would generate regional pollutant emissions from the same general sources as the Modified Project, as described above (e.g., heavy-duty construction equipment, haul truck trips, and construction worker trips). Construction-related emissions associated with these sources were calculated using CalEEMod. Model results are provided in Appendix D of this Addendum. The calculations reflect the estimated types and quantities of construction equipment that would be used to remove existing structures and pavement; grade and excavate the Project Site; construct the proposed structures and related improvements; pave new parking; and plant new landscaping within the Project Site under the Modified Project. The analysis assumes that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust (as reflected in Mitigation Measure MM B-1 in the Certified EIR) and that construction activities would utilize low-VOC paints (as reflected in Mitigation Measure MM B-2 in the Certified EIR). In addition, the Modified Project would incorporate Project Design Feature C-1 related to the control of exhaust emissions from on-site heavy-duty construction equipment, which is reflected in the emission calculations presented in Table 5 on page 51. The Modified Project would also implement Project Design Feature C-2 to encourage Project contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, if applicable and available at the time of construction. The SOON program provides funding assistance to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles. Implementation of Project Design Feature C-2 is not reflected in the Modified Project's emission calculations.

As shown in Table 5, peak daily construction emissions under the Modified Project would be less than those under the Original Stadium Project for all pollutants. However, as with the Original Stadium Project, peak daily emissions of NO_X and VOC would exceed the SCAQMD regional thresholds even with implementation of Mitigation Measures MM B-1 and MM B-2 set forth in the Certified EIR, which have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project. However, emissions would be less than levels analyzed in the Certified EIR. No other feasible mitigation measures have been identified to reduce impacts to a less-than-significant level.

With respect to localized emissions, the Certified EIR determined that on-site emissions generated by the Original Stadium Project during the different phases of construction would not exceed the established SCAQMD localized thresholds for NO_X (in the form of nitrogen dioxide (NO_2)), carbon monoxide (CO), particulate matter less than 10 microns in size (PM_{10}), and particulate matter less than 2.5 microns in size ($PM_{2.5}$).

Table 5
Modified Project Regional Construction Emissions[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
2016	10	128	133	<1	18	9
2017	76	58	100	<1	11	5
2018	84	81	129	<1	14	7
Maximum Concurrent Peak Daily	**84**	**128**	**133**	**<1**	**18**	**9**
Comparison to SCAQMD Thresholds						
Modified Project Emissions	84	128	133	<1	18	9
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	9	28	(417)	(150)	(132)	(46)
Significant?	**Yes**	**Yes**	**No**	**No**	**No**	**No**
Comparison to Original Stadium Project						
Modified Project Emissions	84	128	133	<1	18	9
Original Stadium Project Emissions[c]	103	133	58	<1	33	11
Increase (Decrease)	**(19)**	**(5)**	**75**	**(<1)**	**(15)**	**(2)**

[a] *Compiled using the CalEEMod emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix D of this Addendum.*

[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression/*

[c] *See Table IV.B-8 on page IV.B-29, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Therefore, the Certified EIR concluded that impacts related to localized air emissions during construction would be less than significant under the Original Stadium Project.

With respect to quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 6 on page 52, localized construction emissions from the Modified Project would increase in comparison to levels analyzed in the Certified EIR for the Original Stadium Project. However, as with the Original Stadium Project, localized emissions of all criteria pollutants (CO, NO_X, PM_{10}, and $PM_{2.5}$) would remain below their respective SCAQMD LST significance thresholds. As such, consistent with the conclusions in the

Table 6
Modified Project Localized Construction Emissions
(Pounds per Day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Modified Project				
2016	69	80	12	7
2017	49	50	3	3
2018	46	50	3	3
Maximum Peak Daily Emissions	**69**	**80**	**12**	**7**
Comparison to SCAQMD LSTs				
Modified Project Emissions	**69**	**80**	**12**	**7**
SCAQMD Significance Threshold[a]	91	1,861	16	8
Over/(Under)	(22)	(1,781)	(4)	(1)
Significant?	**No**	**No**	**No**	**No**
Comparison to Original Project				
Modified Project Emissions	69	80	12	7
Original Project Emissions[b]	57	31	5	3
Increase (Decrease)	**12**	**49**	**7**	**4**

[a] *SCAQMD LSTs based on Source Receptor Area (SRA) 1, 5-acre active site area, and 25-meter receptor distance. The SCAQMD localized threshold for NO_X was revised compared to the threshold applied in the Certified EIR to account for the recently adopted 1-hour NO_2 National Ambient Air Quality Standards (NAAQS) of 188 microgram per cubic meter ($\mu g/m^3$), or an incremental threshold of 64 $\mu g/m^3$ for SRA 1.*

[b] *See Table IV.B-9 on page IV.B-31, Section IV.B, Air Quality, of the Certified EIR. Emissions shown are peak daily emissions during maximum impact phase.*

Source: Eyestone Environmental, 2015.

Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to localized air quality during construction would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to air quality during construction, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that air quality impacts from operation of the Original Stadium Project would be less than significant (refer to Section IV.B, Air Quality, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.B-21–IV.B-24 of the Certified EIR. As stated in the Certified EIR, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after completion of the Original Stadium Project. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and the operation of landscape maintenance equipment. Mobile source emissions would be generated by the motor vehicles traveling to and from the Project Site. Similar to the Original Stadium Project, air pollutant emissions associated with occupancy and operation of the Modified Project would be generated by the consumption of both electricity and natural gas on-site (stationary) and the operation of vehicles traveling to and from the Project Site (mobile). Therefore, each of these types of emissions is addressed below.

The Certified EIR (refer to Section IV.B, Air Quality, of the Certified EIR) concluded that no new significant air quality impacts would result from stationary sources (i.e., electricity or natural gas consumption) as the Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the-art venue that would include numerous sustainability and design features that would result in significantly increased energy efficiencies at the Project Site. Like the Original Stadium Project, the Modified Project includes a 22,000-seat MLS stadium (reconfigured on the Project Site) and the addition of up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet). While the Ancillary Uses would result in some additional electricity and natural gas consumption beyond levels analyzed in the Certified EIR on event days, any such increase would largely be offset by the Modified Project's compliance with applicable provisions of the 2013 CalGreen Code in accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC, as amended pursuant to City of Los Angeles Ordinance No. 182,849). Specifically, the 2013 CalGreen Code is anticipated to be 30 percent more efficient than the 2008 Title 24 requirements for nonresidential construction that were applicable to the Original Stadium Project.[7] In addition, as shown in Table 7 on page 54, pollutant emissions related to energy sources would be considered a minor source of emissions resulting in less than 1 pound per day for all pollutants. Furthermore, like the Original Stadium Project, the proposed stadium under the Modified Project would be an outdoor venue, which would significantly reduce the

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[7] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 7
Modified Project Operational Emissions Associated with Ancillary Uses on a Non-Event Day[a]
(pounds per day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
Area	3	<2	<1	<1	<1	<1
Energy	<1	1	1	<1	<1	<1
Mobile	12	25	105	<1	16	5
Total Modified Project Emissions	15	26	106	<1	16	5
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	(60)	(74)	(444)	(150)	(134)	(50)
Significant?	No	No	No	No	No	No

[a] *Compiled using the CalEEMod emissions inventory model. CalEEMod output sheets are provided in Appendix D of this Addendum.*

Source: Eyestone Environmental, 2015.

amount of stationary source emissions associated with heating and air conditioning compared to the existing Sports Arena. Therefore, like the Original Stadium Project, and consistent with the conclusions in the Certified EIR, event-day stationary source emissions under the Modified Project would be expected to be reduced compared to existing conditions, and would result in less-than-significant impacts.

With respect to mobile source emissions, the Certified EIR concluded that no new significant air quality impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena since the maximum capacity of the stadium would be within historic attendance levels at the Sports Arena (refer to Section IV.B, Air Quality, of the Certified EIR). Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new air quality impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure MM J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/Parking, on page 169 of this Addendum, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and

after the game/event, with no material increase in event-related traffic expected. Therefore, because air quality impacts are assessed based on peak daily conditions, the Certified EIR's conclusions with respect to air quality impacts from event day daily trips would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant. Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site, as the Expo Light Rail Line was not in operation at the time the EIR was certified. The Expo Park/USC Station is located approximately 0.35 mile from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day air quality impacts identified in the Certified EIR.

Because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis also addresses and quantitatively evaluates potential air quality impacts related to operation of the Ancillary Uses on non-event days. SCAQMD's CalEEMod was used to calculate regional mobile source emissions, on-road fugitive dust, and emissions from architectural coatings, landscape equipment, and energy use (see Appendix D of this Addendum for CalEEMod calculations). As shown in Table 7 on page 54, regional emissions resulting from operation of the Ancillary Uses are not expected to exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Modified Project operational emissions on non-event days would be less than significant. No mitigation measures are required.

As discussed in the Certified EIR, the Modified Project would also be subject to the SCAQMD's Air Quality Management Plan (AQMP). A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. The AQMP was updated in 2012 subsequent to the preparation of the Certified EIR. The 2012 AQMP adopted by the SCAQMD incorporates the Southern California Association of Governments' (SCAG) *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (2012–2035 RTP/SCS) socioeconomic forecast projections of regional population and employment growth. As discussed below under Subsection IV.M, Population, Housing and Employment, on page 134 of this Addendum, employment impacts with respect to the stadium portion of the Modified Project would not change compared to levels analyzed in the Certified EIR. The 282 additional on-site employees that could result from the Modified Project's Ancillary Uses would represent approximately 0.9 percent of the anticipated employment growth in the subregion through 2018. Therefore, additional employees generated by the Modified Project would fall within

SCAG's employment projections for the Subregion. Furthermore, as discussed above, the Modified Project would not result in new significant impacts or substantially increase the severity of any significant impacts previously identified in the Certified EIR with respect to air quality. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to AQMP consistency would be less than significant under the Modified Project. No mitigation measures are required.

With regard to traffic-related localized air quality impacts, which were not analyzed in detail in the Certified EIR, as described further below in Subsection IV.O, Traffic/ Transportation/Parking, on page 149 of this Addendum, the Modified Project would not increase peak-hour trips compared to the Original Stadium Project during event days, which would have the highest peak hour trips compared to non-event days. Therefore, traffic-related localized air quality impacts would be similar to those of the Original Stadium Project (i.e., less than significant). In addition, ambient CO concentrations within the Air Basin have decreased subsequent to completion of the Certified EIR. The CO background concentration at the closest monitoring station to the Project Site (Downtown Central Los Angeles County) shows that the 1-hour CO concentration has decreased from 2.4 parts per million (ppm) in 2011 to 2.0 ppm in 2013. As a result, the potential for the Modified Project to result in CO "hotspots" has decreased as compared to the Original Stadium Project. However, as discussed above, even in the absence of the reduction in CO background concentration the Modified Project would not increase peak-hour trips compared to the Original Stadium Project. Therefore, the Modified Project's potential impacts with respect to CO "hotspots" would be less than significant and no mitigation measures are required.

The Certified EIR determined that potential air toxic impacts would be less than significant under the Original Stadium Project since the Original Stadium Project would not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. The conclusion would not change under the Modified Project. Furthermore, the Modified Project would not locate sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board (CARB) guidelines. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.B, Air Quality, of the Certified EIR), impacts with respect to toxic air contaminants would be less than significant under the Modified Project. No mitigation measures are required.

Potential odor impacts were not analyzed in detail in the Certified EIR. The Modified Project would not include any uses identified by the SCAQMD as being associated with substantial odors (e.g., agricultural uses, wastewater treatment plants, food processing plants, etc.). The Modified Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. However, the Modified Project would

minimize the release of odors from restaurant uses with odor reducing equipment as required by SCAQMD Rule 1138. Garbage collection areas for the Modified Project would be covered and situated away from the property line and sensitive uses where feasible. Good housekeeping practices would be sufficient to prevent objectionable odors related to trash facilities. Pursuant to Project Design Feature P-3 in Section IV.P, Utilities and Service Systems—Solid Waste, on page 189 of this Addendum, the Modified Project would also include a front-of-house composting program to reduce the amount of solid waste that would be disposed of at area landfills. The composting area would incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control. Based on the distance to the nearest sensitive receptors and the odor control measures that would be employed, the proposed composting facilities would not result in significant odor impacts. Therefore, potential odor impacts under the Modified Project would be less than significant and no mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to operational air quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to construction period air quality:

Project Design Feature C-1: Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards.

Project Design Feature C-2: The Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.

The following mitigation measures were included in the Certified EIR to reduce to the maximum extent feasible the significant air quality impacts associated with construction of the Original Stadium Project. These Mitigation Measures would continue to be

implemented as part of the Modified Project, as revised, and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum):

EIR Mitigation Measure MM B-1: The ~~Project~~ Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following:

- Water active grading/excavation sites and unpaved surfaces at least three times daily;
- Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.

EIR Mitigation Measure MM B-2: The ~~Project~~ Applicant shall use low-VOC paints for all interior and exterior surfaces.

D. Biological Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to biological resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to biological resources could occur if a project were to conflict with a habitat conservation plan or local ordinance protecting biological resources, or result in adverse effects on endangered and/or threatened species, riparian habitat, wetlands, other sensitive natural communities, or wildlife movement. The Project Site is a developed property located within a highly urbanized area. The Project Site and adjacent areas are predominantly developed with structures or urban open space areas that do not provide native or natural habitats (e.g., open space areas within Exposition Park). As stated in the Certified EIR, the Project Site does not contain any species identified as a candidate, sensitive, or special status species

in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition, there are no known locally designated natural communities on the Project Site or in the Project vicinity. Due to the highly urbanized surroundings, there are no federally protected wetlands, riparian habitats, wildlife corridors, or native wildlife nursery sites in the Project vicinity. Thus, as is the case with the Original Stadium Project, the Modified Project would not affect these types of resources. Furthermore, like the Original Stadium Project, the Modified Project would not conflict with the provisions of an adopted habitat conservation plan, natural conservation community plan, or other approved local, regional, or State habitat conservation plan, because there are no known locally-designated natural communities on the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to sensitive species, sensitive habitats, wildlife movement corridors, or habitat conservation plans would occur under the Modified Project. No mitigation measures are required.

The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These native tree species are defined as protected by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

The Project Site includes a number of ornamental trees within the site interior and along Exposition Park Drive (Christmas Tree Lane) and South Coliseum Drive (Hoover Street), both of which are private roadways. In addition, ten on-site street trees are located within the City right-of-way along South Figueroa Street. Subsequent to the preparation of the Certified EIR, a *Tree Report—Interior Property Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Interior Tree Report) and *Tree Report—City of Los Angeles Rights-of-Way Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (Street Tree Report) were prepared for the Modified Project by Carlberg Associates (August 2015). These reports are included in Appendix E and Appendix F of this Addendum, respectively. According to the Interior Tree Report, a total of 205 trees are located within the Project Site and along the previously described private roadways within Exposition Park. The interior

trees include ten Coast live oaks (*Quercus agrifolia*) and seven California sycamores (*Platanus racemosa*). Based on a review of historic aerial photographs of the Project Site, the Interior Tree Report determined that the Coast live oaks and California sycamores on the Project Site were planted as part of a tree planting program, and as such, are not considered protected under the City of Los Angeles Protected Tree Ordinance. The Modified Project would remove approximately 177 of the 205 interior trees, including 10 of the Coast live oaks and six of the California sycamores. The specific locations of the existing trees, as well as the trees to be removed, are identified on page 19 of the Interior Tree Report included in Appendix E of this Addendum. As shown therein, and as further discussed in Section IV.E.b, Historic Resources, on page 63, as part of the landscaping program, the street trees bordering South Coliseum Drive would be enhanced to maintain the tree line along Christmas Tree Lane and maintain a park-like setting on the western edge of the Project Site across from the Coliseum. Because the on-site Coast live oaks and California sycamores were planted as part of a tree planting program, the proposed tree removals would not conflict with the City of Los Angeles Protected Tree Ordinance. Additionally, as discussed above in Section IV.A, Aesthetics, on page 34, as part of a coordinated landscape plan, the Modified Project would provide approximately 169 new on-site trees. Accordingly, following development of the Modified Project, the number of interior site trees would be substantially similar to existing conditions, though the type and location of trees would be altered.

With regard to street trees, according to the Street Tree Report, the ten existing street trees along the Project Site's South Figueroa Street frontage are Mexican fan palms (*Washingtonia robusta*). The specific locations of these trees are identified on page 7 of the Street Tree Report included in Appendix F of this Addendum. As stated in the Street Tree Report, demolition, site grading, and construction activities under the Modified Project would not affect the ten identified street trees, and the street tress would be retained in the Modified Project design.

Based on the analysis above, impacts with respect to potential conflicts with local policies or ordinances protecting biological resources, including the City of Los Angeles Protected Tree Ordinance and City of Los Angeles Street Tree Division requirements, would be less than significant under the Modified Project. No mitigation measures are required.

Although unlikely, trees on the Project Site that are proposed for removal could potentially provide nesting sites for migratory birds. Construction activities under the Modified Project would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities

must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this existing regulatory requirement, potential impacts to nesting raptors would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to biological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

E. Cultural Resources

(a) Archaeological and Paleontological Resources

Potential impacts to archaeological and paleontological resources were not assessed in detail in the Certified EIR. Significant impacts to archaeological resources could occur if a project were to cause a substantial adverse change in the significance of an archaeological resource. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Significant impacts to paleontological resources could occur if a project were to directly or indirectly destroy a unique paleontological resource. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of prehistoric species are extinct.

The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance and excavation in the past, including through the development of the Sports Arena in the late 1950s and subsequent site improvements. Any archaeological and/or paleontological resources that may have existed near the surface of the Project Site are likely to have been disturbed and/or previously removed. The existing Sports Arena is currently constructed within a large excavated depression that extends approximately 25 feet below grade level. The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean depression would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. Following demolition of the Sports Arena, grading and excavation would

also be required to install the building pads for the proposed Ancillary Uses. As such, while unlikely, the potential exists for previously undiscovered archeological and/or paleontological resources to be encountered during construction of the Modified Project.

As would have been the case with construction of the Original Stadium Project analyzed in the Certified EIR, if an archaeological resource is discovered during Modified Project construction activities, work in the area would cease and deposits would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. Any discovery of human remains would be treated in accordance with Section 5097.98 of the PRC and Section 7050.5 of the Health and Safety Code. Therefore, through compliance with existing regulations, impacts with respect to archaeological resources would be less than significant under the Modified Project. No mitigation measures are required.

If a paleontological resource is discovered during construction of the Modified Project, Project Design Feature E-1 would be implemented to reflect best management practices to ensure that potential impacts would be less than significant. Project Design Feature E-1 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of Project Design Feature E-1, impacts with respect to paleontological resources would be less than significant under the Modified Project.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to archaeological and paleontological resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features

The Modified Project would implement the following Project Design Feature related to paleontological resources :

PDF E-1: A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and,

where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.

If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

(b) Historic Resources

The Certified EIR for the Original Stadium Project concluded that impacts with respect to historic resources would be significant and unavoidable even with implementation of mitigation (refer to Section IV.D, Historic Resources, of the Certified EIR).

According to CEQA Guidelines, a project has the potential to impact a historic resource when the project involves a "substantial adverse change" in the significance of an historical resource. Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[8] The Guidelines continue to state that "[t}he significance of an historical resource is materially impaired when a project:… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources…

[8] *CEQA Guidelines Section 15064.5(b)(1).*

local Register of historic resources… or its identification in a historic resources survey."[9] Based on this guidance, the City of L.A. CEQA Thresholds Guide states that a substantial adverse change in the significance of a historic resource would occur if a project results in:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As set forth in the Certified EIR, the Los Angeles Memorial Sports Arena was constructed in 1959, after more than two decades of planning by various agencies and individuals, to provide the City of Los Angeles with a world-class facility for a variety of indoor sporting and other events. Designed by Welton Becket and Associates, the Sports Arena has hosted many notable civic and sporting events, including the 1960 Democratic National Convention that nominated John F. Kennedy as the Democratic Party's candidate for President, professional and college basketball games, and events at the 1984 Olympic Games. The Sports Arena is now more than 50 years of age and, based on an evaluation by ICF Jones & Stokes included in the Certified EIR, appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. Because the Original Stadium Project proposed the demolition of the Sports Arena, Mitigation Measure MM D-1 was included in the Certified EIR, which requires preparation of a report documenting the architectural and historical features of the Sports Arena. Nonetheless, because the Original Stadium Project would involve the loss of a facility that has association with events that have made a significant contribution to Los Angeles history, the Certified EIR concluded that impacts to historic resources would remain significant and unavoidable following the implementation of mitigation. As the Modified Project would also result in the demolition of the Sports Arena, historic resources impacts associated with its demolition would continue to be significant and unavoidable.

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[9] *CEQA Guidelines Section 15064.5(b)(2).*

The Modified Project proposes a stadium with a larger footprint and massing than under the Original Stadium Project. In addition, the Modified Project also would include Ancillary Uses that were not part of the Original Stadium Project. As such, a Historic Resources Technical Report (Modified Project Historic Report) was prepared by Historic Resources Group to analyze the Modified Project's potential impacts to historic resources in the vicinity of the Project Site and is included in Appendix G of this Addendum. As shown in Table 8 on page 66, the Modified Project Historic Report documented several historic resources within the vicinity of the Project Site located within Exposition Park. Due to their close proximity to the Project Site, the evaluation focused on the Coliseum located to the west of the Project Site and North and South Coliseum Drives and Christmas Tree Lane located to the north of the Project Site. Specifically the Modified Project Historic Report evaluated the potential for the Modified Project to affect the integrity of those resources.

The Modified Project Historic Report reiterates the Coliseum Commission's determination from the Certified EIR that removal of the Sports Arena would result in a significant impact to an historic resource that cannot be mitigated to a less-than-significant level. With regard to the Coliseum to the west, the Modified Project Historic Report discusses its designation as a National Historic Landmark, a designated State Historical Landmark, and its listing on the National Register of Historic Places. The Modified Project Historic Report explains that while the Modified Project would not physically alter the Coliseum structure, it would have the potential to affect aspects of the Coliseum's historic integrity. Specifically, the Modified Project Historic Report identifies the Coliseum's park setting characterized by landscape areas, access roads, sidewalks and plazas as features that contribute to the Coliseum's historic integrity.

Based on review and analysis of the Modified Project's plans and comparison of those plans to the Coliseum's historic setting and the existing physical environment with the Sports Arena, the Modified Project Historic Report determined that the Modified Project would not alter the setting in the vicinity of the Coliseum such that the Coliseum would no longer convey its historic significance. Specifically, the Modified Project Historic Report recognizes that the Modified Project would have an increased height and footprint as compared to the existing Sports Arena, and a more contemporary architectural design, which would alter the existing setting of the Coliseum. However, the Modified Project Historic Report determined that following development of the Modified Project the general configuration and orientation of the Coliseum would remain discernible, the primary east-facing façade would remain intact and unobstructed, and trees and landscaping along the Modified Project's north and northwestern edges would provide screening when viewed from the Coliseum that would reduce the perception of the Modified Project's height and mass. The proposed building heights would be visually compatible with and within the context of the adjacent Coliseum, which reaches a height of approximately 75 feet above

Table 8
Historic Resources Within Project Vicinity

Resource	Date Built	Status/Notes
Los Angeles Memorial Sports Arena	1959	Evaluated as eligible for the California Register in the 2010 *Los Angeles Memorial Sports Arena Redevelopment Project Draft Environment Impact Report*.
Los Angeles Memorial Coliseum	1921; 1932	National Historic Landmark, State Historic Landmark #960, listed in the National Register of Historic Places, listed in the California Register of Historical Resources. North and South Coliseum Drives and the Christmas Tree Lane median were specifically called out as character-defining features of the Coliseum setting.
Exposition Park Historic District	1910–1932	Identified as eligible for the National Register by the Office of Historic Preservation on June 15, 1993. The Historic District as described included seven contributing resources: the 1910–1917 Beaux Arts civic group at the north end of the park (Natural History Museum, Exposition Building, State Armory, Rose Garden) and the 1921–1932 recreation group to the south of the civic group (Coliseum, Swimming Stadium, Exposition Clubhouse). A 2001 Historic Property Survey Report (HPSR) prepared for a Section 106 review identified significant alteration and reduced integrity of the Historic District since 1993
Natural History Museum (Los Angeles County Museum of History Science and Art)	1913	Listed in the National Register of Historic Places in 1975.
Wallis Annenberg Building (State Armory)	1914	Listed in the California State Historic Resources Inventory (HRI) with a status code of 7N. Needs to be reevaluated.
Exposition Park Rose Garden	1913–1932	Listed in the National Register of Historic Resources in 1991.
Exposition Club House	1922–1926	Found eligible for the National Register in 1994 through Section 106 review. Designated Los Angeles Historic-Cultural Monument #127 in 1974.
Los Angeles Swimming Stadium	1931	Listed in the California State Historic Resources Inventory (HRI) with a status code of 2S2, or "Individual property determined eligible for the National Register by a consensus through Section 106 process. Listed in the California Register."

Source: Historic Resources Group, 2015.

grade at the Coliseum Bowl and a height of 124 at the top of the peristyle.[10] The Modified Project was specifically designed to respect the height of the Coliseum, so that its maximum height (115 feet) occurs at the edge furthest from the Coliseum (southeast corner), transitioning down to its lowest height of approximately 75 feet at the edge closest to the Coliseum. Furthermore, the roof canopy skin, which would consist of a translucent, ETFE material, would moderate the perceived height of the stadium because it would be permeable to light and would not be perceived as solid. The new stadium would also include signage to support stadium operations (refer to Appendix C of this Addendum). The proposed signage plan would be designed to be consistent with the character of a sports and entertainment venue. Based on its assessment of the Modified Project's massing, height, and signage program in the context of the Coliseum, the Modified Project Historic Report concluded that the Modified Project would not adversely impact the historic significance of the Coliseum. Specifically, the Modified Project Historic Report concludes that the Coliseum's historic significance would not be materially impaired by the Modified Project, and the change in setting under the Modified Project would result in a less than significant impact to the historic significance of the Coliseum.

With regard to North and South Coliseum Drives and Christmas Tree Lane to the north of the Project Site, the Modified Project Historic Report discusses their eligibility for the National Register, due to their contribution to the setting of the Coliseum, as an important view corridor to the Coliseum, and as an example of Beaux Arts landscape and roadway planning. The street pattern, sidewalks, rows of trees, and central green space are critical elements in the formal, park-like setting for the Coliseum. As detailed in the Modified Project Historic Report, after implementation of the Modified Project, the street pattern, sidewalks, rows of trees, and central green space of North and South Coliseum Drives and Christmas Tree Lane would remain intact. Specifically, the street edge along Coliseum Drive would be retained under the Modified Project and the historic configuration of street trees would be enhanced through the Modified Project's landscaping program. Accordingly, because the historic configuration of street pattern, street trees and sidewalks would be maintained by the Modified Project, the Modified Project Historic Report concluded that the Modified Project would avoid potential impacts to the Coliseum Drives and Christmas Tree Lane, which would further avoid potential impacts to the Coliseum's historic setting.

With regard to other identified historic resources in the Project Site vicinity, the Modified Project Historic Report concludes that the Modified Project would not affect any other identified historic resources within the area. All of the other historic buildings and

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[10] *The Olympic Torch spire atop the central arch of the Coliseum peristyle reaches a height of approximately 124 feet above grade.*

structures identified in the Modified Project Historic Report are located approximately 700 feet or more from the Project Site and have little or no relation to the Project Site. Thus, construction of the Modified Project would not alter important spatial relationships or impede important views of these resources.

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.D. Historic Resources, of the Certified EIR), impacts with respect to historic resources would continue be significant and unavoidable under the Modified Project due to the demolition of the Sports Arena. In addition, as set forth in the Modified Project Historic Report, impacts to other historic resources within the Project vicinity would be less than significant, as the Modified Project would not demolish, relocate, alter, or involve construction that reduces the integrity or significance of other nearby historic resources, including the Coliseum, North and South Coliseum Drives, and Christmas Tree Lane. Therefore, the Modified Project would not result in any new significant impacts with respect to historic resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

As with the Original Stadium Project, impacts under with Modified Project would continue to be significant after implementation of the following mitigation measure included in the Certified EIR, which have been revised as follows to reflect recommendations in the Modified Project Historic Report:

EIR Mitigation Measure MM D-1: Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following:

a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features;

b) Duplicates of historic photographs, if available;

c) Duplicates of ~~original~~ existing drawings including plans, elevations, and sections, if available; and

d) Large format (4-inch by 5-inch negative or larger), archival ~~black and white 35-millimeter~~ photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph

taken. Views shall include the setting, important site features including select landscape, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.

F. Geology and Soils

Potential impacts to geology and soils were not assessed in detail in the Certified EIR. Significant impacts related to geology and soils could occur if a project were to cause or accelerate geologic hazards, including erosion, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, or if a project were to adversely affect a distinct and prominent geologic or topographic feature. The following analysis is based on the Preliminary Geotechnical Engineering Report (Geotechnical Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix H of this Addendum. The Geotechnical Report provides an assessment of the geotechnical and geological aspects of the Project Site, including existing site conditions, and provides preliminary geotechnical, seismic, and foundation recommendations for the Modified Project. The Geotechnical Report is based on reviews of regional geologic hazard and seismicity maps, subsurface information, and previous geotechnical investigations performed in the Project Site area (including readily available geotechnical investigation reports) obtained from the City of Los Angeles Department of Building and Safety (LADBS), as well as a subsurface field investigation conducted on-site in June 2015. The field investigation consisted of drilling two borings on the Project Site to depths of 101.5 and 101 feet below existing grade (elevation 78.5 and 79),[11] respectively. The locations of the borings are shown in Figure 13 of the Geotechnical Report included in Appendix H of this Addendum.

The Project Site is located within the Los Angeles Basin of the Peninsular Ranges Geomorphic Province of Southern California. The Los Angeles Basin's structural history includes extension and strike-slip faulting, followed by oblique contraction via thrusting and strike-slip faulting. No known active faults have been identified on the Project Site. The closest known active faults capable of producing ground shaking at the Project Site are the Puente Hills Blind Thrust Fault, located approximately 0.3 mile southwest of the Project Site, the Newport-Inglewood Fault, located approximately 2.7 miles west of the Project Site, the Elysian Park (Upper) Blind Thrust Fault, located approximately 2.9 miles northeast of the Project Site, and the Santa Monica Fault, located approximately 3.9 miles northwest of the Project Site. Due to the Project Site's proximity to several nearby active faults,

[11] *All elevations referenced herein are in feet with respect to the North American Vertical Datum (NAVD).*

moderate to strong ground shaking could occur from an earthquake on any nearby fault(s), as is typical throughout Southern California. The Modified Project would comply with the current seismic design provisions of the 2013 California Building Code to minimize seismic impacts. The 2013 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Modified Project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The LADBS is responsible for implementing the provisions of the Los Angeles Building Code. The Modified Project would also be required to comply with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project. These recommendations are outlined in Project Design Feature F-1. Through compliance with regulatory requirements and the site-specific geotechnical recommendations outlined in Project Design Feature F-1, the Modified Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seismic ground shaking would be less than significant, and no mitigation measures are required.

The Project Site is not within a mapped Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Geologic review does not indicate the presence of active surface faulting within or directly adjacent to the Project Site. As such, the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Impacts with respect to fault rupture would be less than significant, and no mitigation measures are required.

According to the California Geologic Survey, the Project Site is not within a mapped liquefaction potential investigation zone. As such, the potential for liquefaction to occur at the Project Site is considered low. Therefore, impacts related to liquefaction and seismically-induced ground deformations would be less than significant. Additionally, with adherence to the recommended parameters for shallow foundations outlined in the Geotechnical Report, which are outlined in Project Design Feature F-1 and would be incorporated into the final, site-specific geotechnical report prepared for the Modified Project subject to LADBS review and approval, impacts related to settlement and cyclic densification of unsaturated sands and gravels due to earthquake ground motions would also be less than significant. Therefore, no mitigation measures are required.

Based on the California Geologic Survey and the City of Los Angeles' Safety Element, the Project Site is not within a mapped Earthquake-Induced Landslide Hazard Zone or a mapped landslide area according to the landslide inventory and hillside area map. As discussed below, the Project Site and the immediately surrounding area are generally flat in nature, and there are no unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands. Therefore, impacts related to landslides and landform alteration would be less than significant, and no mitigation measures are required.

The Project Site consists predominantly of previously developed, impervious surface area. As evaluated in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, Modified Project-related construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. As part of these requirements, the Modified Project would adhere to Best Management Practices (BMPs) prescribed as part of a Storm Water Pollution Prevention Plan (SWPPP) pursuant the National Pollutant Discharge Elimination System (NPDES). Through compliance with applicable regulatory requirements that include the implementation of BMPs, impacts related to erosion and sedimentation would be less than significant, and no mitigation measures are required.

The Project Site is generally flat at about elevation (el) 180 feet,[12] with the exception of the sunken court and seating within the Sports Arena structure. The proposed stadium would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, which currently extends to a depth of approximately 25 feet below grade level (approximately el 155). The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. Based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Historical groundwater was reported to be 45 to 55 feet below the ground surface within the Project Site area, which is well below the lowest proposed grade development involved under the Modified Project. Furthermore, groundwater was not encountered within the maximum 101.5-foot depth (el 78.5) explored in the deepest boring drilled for the Geotechnical Report. Additionally, based on the 2015 Phase I ESA performed for the Project Site, which is discussed in Section IV.H, Hazards and Hazardous Materials, on page 91 of this Addendum, groundwater was measured in a monitoring well located approximately one mile northwest of the Project Site at approximately 162 feet below ground surface (el 41.5). Therefore, it is not expected that groundwater would be encountered during Modified Project construction. Nonetheless, the

[12] *Ibid.*

potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Thus, while not anticipated, temporary construction dewatering may be required. Should it be required, construction dewatering would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, as outlined in Project Design Feature F-1. Additionally, construction dewatering would be subject to NPDES permit requirements. Through compliance with existing regulations and the project-specific design measures outlined in Project Design Feature F-1, which would be incorporated into the Modified Project's final geotechnical report subject to LADBS review and approval, impacts related to groundwater would be less than significant, and no mitigation measures are required.

According to the Geotechnical Report, the Project Site is underlain by engineered fill and alluvial soils. The fill stratum generally extended to depths ranging from approximately 7 to 10 feet (el 173 to 170) within the borings explored; however, based on a review of previous compaction reports, fill depths are anticipated to be as deep as 25 feet below existing grade (approximately el 155). The fill is subsequently underlain by alluvial deposits, which are generally comprised of medium dense to dense sands and silty sands with variable amounts of clay, gravel, and cobbles. Medium dense to dense sand and silty sands with various amounts of gravel and cobbles extend to depths up to approximately 25 feet below the existing Sports Arena basement level (approximately el 131.5), and subsequently underlain by sand and silty sand layers with interbedded layers of silt and clay. Expansion and corrosion testing indicated that the soils are non-expansive and non-corrosive The Geotechnical Report concluded that the integrity of the soils underlying the Project Site is such that the Modified Project could be adequately supported provided that the Modified Project complies with the site plan review and permitting requirements of the LADBS, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to Project Design Feature F-1. The final, site-specific geotechnical report would incorporate the recommendations presented in the Geotechnical Report into the final design of the Modified Project, as outlined in Project Design Feature F-1. No soil or geologic conditions were encountered that would pose a substantial safety risk during Modified Project construction or operation. Through compliance with applicable regulatory requirements and site-specific geotechnical recommendations that would be incorporated into the final plans, impacts related to soil stability would be less than significant, and no mitigation measures are required.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.[13] Therefore, no further analysis of issues related to methane are required.

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[13] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

Based on the analysis above, the Modified Project would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The Modified Project would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Finally, the Modified Project would not destroy, permanently cover, or materially and adversely modify any distinct or prominent geologic or topographic features. Therefore, based on the analysis above and through the implementation of the Project Design Feature F-1 described below, impacts related to geology and soils would be less than significant, and no mitigation measures are required. Accordingly, the Modified Project would not result in any new significant environmental impacts to geology and soils, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Project Design Features

The Modified Project would implement the following Project Design Feature related to geology and soils:

PDF F-1: A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements:

- Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize

differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between any structural connection features.

- Should portions of the proposed structures require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report.
- The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report.
- Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report.
- Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion.
- A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system.
- Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted within 30 feet of below-grade walls.
- Utility subgrade shall be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material.
- After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected

and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report.

- Temporary excavations shall be constructed in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer.
- If perched groundwater is encountered during Modified Project construction, temporary construction dewatering, where required, shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas.
- All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.

G. Greenhouse Gas Emissions

Since the certification of the Certified EIR in 2011, numerous regulatory changes have occurred that are pertinent to the study of greenhouse gas (GHG) impacts under CEQA. To inform the analysis of the Modified Project's potential GHG impacts, a summary of the current regulatory framework surrounding GHG emissions is included in Appendix J of this Addendum.

The Certified EIR for the Original Stadium Project concluded that impacts with respect to GHG emissions would be less than significant under the Original Stadium Project (refer to Section IV.C, Greenhouse Gas Emissions, of the Certified EIR). The thresholds on which this analysis was based are stated on pages IV.C-10–IV.C-11 of the Certified EIR. The Certified EIR's conclusion was based on the following:

- GHGs emitted during construction of the Original Stadium Project would represent a nominal percent of the State's total GHG emissions in 2008;
- The proposed stadium would be an outdoor venue which would significantly reduce the amount of stationary source GHG emissions associated with heating

and air conditioning (as compared to an indoor stadium such as the Los Angeles Memorial Sports Arena that currently exists on the Project Site);

- The Original Stadium Project would replace an existing venue that is over 50 years old with a state-of-the art venue that would result in significantly increased energy efficiencies at the Project Site; and

- The Original Stadium Project would not result in an increase in peak (i.e., event day) vehicle trips as compared to existing conditions under operation of the Sports Arena.

These characteristics also are true for the Modified Project. However, the Modified Project includes up to approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) that were not part of the Original Stadium Project. Additionally, while peak day attendance under the Modified Project is expected to be within peak historic attendance levels at the Sports Arena, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could increase compared to existing conditions. These annual attendance estimates are relevant for determining the Modified Project's GHG impacts as they relate to mobile source emissions and vehicle miles traveled (VMT). Accordingly, additional analysis was conducted to determine whether the Modified Project would result in new significant impacts with respect to GHG emissions that were not previously identified in the Certified EIR. The analysis is based on VMT estimates provided by Fehr & Peers Transportation Consultants, which are included in Appendix K of this Addendum.

(a) Significance Thresholds for the Modified Project

Project-level significance thresholds for GHG emissions have not yet been adopted by the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), or the City of Los Angeles. Rather, assessing the significance of a project's contribution to cumulative global climate change involves developing an inventory of project GHG emissions and considering project consistency with applicable emission reduction strategies and goals, such as those set forth by Assembly Bill (AB) 32. Based on the foregoing, a project that generates GHG emissions, either directly or indirectly, would have a significant impact if:

- The project's reduction in emissions does not constitute an equivalent or larger break from "business-as-usual" (BAU) than has been determined by CARB to be necessary to meet the state AB 32 goals (i.e., 16 percent, as discussed below); or

- The project conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

An illustrative method to determine consistency with AB 32 that has the benefit of being based on a quantification of emissions is to compare a project's emissions, as proposed, to that project's emissions if it were to be built using BAU design, methodology, and technology. If a project constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals for 2020 (approximately 16 percent, as established in CARB's *Supplemental FED to the Climate Change Scoping Plan*),[14] then that project can be considered consistent with AB 32. As such, the project is considered to have a less-than-significant impact on the environment due to its GHG emissions. While not project-specific, 16 percent is considered the average level of emissions reduction performance that would need to be achieved across all sectors of the economy to meet AB 32 goals (i.e., applied to both new and existing GHG emissions sources). The following analysis uses this "break from BAU" method to determine the Modified Project's consistency with AB 32. This approach also mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.[15]

Consistent with CARB and SCAQMD guidance for defining BAU,[16] this analysis provides a quantitative estimate of the following GHG emissions inventories:

- Baseline—This scenario consists of historic operations at the Sports Arena at the time of the Certified EIR.
- BAU—This scenario consists of the Modified Project's land uses and program assuming compliance with State mandates that were accounted for in the *Supplemental FED to the Climate Change Scoping Plan* (i.e., 2008 Title 24), and with a minimal trip reduction credit taken for transit accessibility.[17]
- Modified Project As Proposed—This scenario consists of the Modified Project assuming compliance with current State mandates and Project Design Features (described in Section IV.G.b.ii on page 80), and with a 15-percent trip-reduction credit taken, based on the current transit services available at the Project Site,

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[14] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[15] *The Scoping Plan defines "business-as-usual" as emissions in the absence of greenhouse gas reduction measures (i.e., the 2020 "business-as-usual" emissions inventory was forecast based on the 2002 to 2004 statewide average annual emissions and does not take credit for, inter alia, reduction from 2005 Title 24, Assembly Bill 1493 greenhouse gas emissions reduction standards for vehicles, the California Low Carbon Fuel Standard, or full implementation of the Renewables Portfolio Standard).*

[16] *SCAQMD, Draft Guidance Document-Interim CEQA GHG Significance Threshold, Attachment E, October 2008.*

[17] *See Fehr & Peers, Draft Memorandum, Vehicle Miles Traveled Analysis for the Los Angeles Football Club Stadium Project, August 17, 2015, included in Appendix K of this Addendum.*

which include the Exposition Line Light Rail transit line, which was planned but not yet operational at the time the Certified EIR was prepared, as discussed in the Certified EIR.[18]

Furthermore, the CEQA Guidelines were subsequently amended after certification of the Certified EIR to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.[19]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a plan, program, or regulation that will reduce GHG emissions.[20][21]

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[18] *Ibid.*

[19] *Note that "the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis." Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources (April 13, 2009) (regarding Senate Bill 97 amendments to CEQA Guidelines)*

[20] *See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/year significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See, SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/ultramar_neg_dec.pdf?sfvrsn=2); SCAQMD, Final Negative Declaration for: Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/phillips-66-fnd.pdf?sfvrsn=2); Final Mitigated Negative Declaration for: Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2014/exide-mnd_final.pdf?sfvrsn=2);*

(Footnote continued on next page)

Consistent with CEQA Guidelines Section 15064(h)(3), this analysis also provides a qualitative estimate of the Modified Project's compliance with plans, programs, and regulations that reduce a project's GHG emissions either directly or indirectly, including: the California Green Building Standards Code; the Southern California Associations of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS); the City of Los Angeles Green Building Code (2013); and *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming*. In addition, this analysis provides a qualitative assessment of the Modified Project's compliance with the California Cap-and-Trade Program and applicable executive orders related to climate change. See also Sections IV.C., Air Quality; IV.J, Land Use and Planning; and IV.P, Utilities and Service Systems, of this Addendum for additional relevant analyses of the Modified Project's consistency with other regulatory plans and policies that are pertinent to the general concepts of "smart growth," environmental sustainability, and the efficient use of resources.

(b) Modified Project Impacts

(i) Consistency with AB 32

GHG emissions associated with the three scenarios described above in Section IV.G.a on page 76 of this Addendum, (i.e., Baseline, BAU, and Modified Project as Proposed) were calculated using CalEEMod, the model recommended by the SCAQMD for calculating emissions from land use projects. Model results are provided in Appendix I of this Addendum. As summarized and shown in Table 9 on page 80, the Modified Project would result in an increase in annual GHG emissions in comparison to operation of the existing Sports Arena due to the increase in annual attendance at the Modified Project's stadium, as well as the daily operation of the proposed Ancillary Uses. However, with implementation of the Project Design Features described below, as well as current State mandates, the Modified Project would result in an annual total of approximately 12,496 metric tons of carbon dioxide equivalent (CO_2e), representing an approximate 25 percent reduction from the BAU scenario. Thus, the Modified Project would result in a net decrease in GHG emissions that represents a substantial break from BAU (i.e., greater than 16 percent). Additionally, the Modified Project's features and GHG reduction

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Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2015) (available at www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2015/deir-breitburn-chapters-1-3.pdf?sfvrsn=2).

[21] *CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32. The Cap-and-Trade Program (17 CCR §§ 95800 to 96023) is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020.*

Table 9
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Scope	Baseline (Sports Arena)	BAU Project	Modified Project as Proposed[a]	Modified Project's Break from BAU
Area	<1	<1	<1	0%
Energy	2,700	2,476	2,154	-13%
Mobile	2,846	13,862	10,004	-28%
Waste	2	127	76	-40%
Water	30	132	113	-15%
Construction	0	149	149	0%
Total	**5,578**	**16,746**	**12,496**	**-25%**

BAU = Business As Usual

[a] *The difference between the Modified Project as Proposed against the Baseline (Sports Arena) is also less than the SCAQMD's significance threshold of 10,000 metric tons of Carbon Dioxide Equivalent for stationary source projects where SCAQMD is the lead agency (i.e., 12,496 CO_2e – 5,578 CO_2e = 6,918 CO_2e).*

Source: Eyestone Environmental, 2015. Calculation worksheets are included in Appendix I of this Addendum.

measures described below make it consistent with AB 32. Therefore, impacts with respect to AB 32 consistency and the Modified Project's break from BAU would be less than significant. No mitigation measures are required.

(ii) Consistency with Plans, Programs, and Regulations for Reducing GHG Emissions

The Modified Project would incorporate sustainability as part of its key design and would serve to reduce GHG emissions in comparison to BAU. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project and BAU) for

nonresidential construction.[22] In accordance with Project Design Feature G-2, energy efficiency would be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

In accordance with Project Design Feature G-1, the Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's LEED-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Achieving LEED Silver would reduce energy consumption associated with lighting by a minimum of 20 percent in comparison to BAU. As discussed in Section IV.P, Utilities and Service Systems, on page 171, the Modified Project would also implement numerous water conservation measures in accordance with LADWP requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping). See Project Design Feature P-1 and EIR Mitigation Measure MM I.2-1 in Section IV.P.b, Utilities and Service Systems—Water, on page 176. Furthermore, as described in Section IV.P.c, Utilities and Service Systems—Solid Waste, of this Addendum, Mitigation Measure MM I.4-2 from the Certified EIR (as revised) states that the Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent. Additionally, pursuant to Mitigation Measure MM I.4-2 from the Certified EIR (as revised), the Modified Project would divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills. Additionally, Modified Project construction materials would utilize post-consumer recycled content pursuant to Project Design Feature P-2. Pursuant to Project Design Feature P-3, during operation, the Modified Project would implement a composting program and would utilize bio-based materials. Each of these features would help to further reduce GHG emissions by reducing the amount of energy that would have otherwise been consumed to extract and process virgin source materials. The Modified Project also includes numerous energy reduction features as set forth in Section IV.P.d, Utilities and Service Systems—Energy, on page 195. See Project Design Features P-4 and P-5 and EIR Mitigation Measures MM I.3-1 through MM I.3-19. Such features include the use of energy efficient appliances, building materials, and heating and cooling systems.

As discussed in Section IV.J, Land Use and Planning, on page 101 of this Addendum, SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term

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[22] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[23] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. In so doing, the 2012–2035 RTP/SCS provides goals and policies that are inherently related to the reduction of GHG emissions.

The 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[24] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[25] Furthermore, the Modified Project is designed with a mix of land uses (e.g., stadium, retail, office, and restaurants) that would capture internal vehicular trips at the Project Site, thereby reducing VMT. The Project Site is also located on a previously developed urban site where substantial existing infrastructure is in place. In accordance with Project Design Feature G-3, the Modified Project would include numerous features to reduce vehicular traffic, including preferential parking for alternative-fueled vehicles and carpools, encouraging the use of mass transit, and encouraging pedestrian and bicycling as viable means of accessing the Project Site by employees and visitors. Specifically, with regard to preferential parking for alternative-fueled vehicles, ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site would be constructed to accommodate the future placement of facilities for the recharging of electric vehicles pursuant to Project Design Feature G-3. These measures would reduce vehicle miles traveled and usage of petroleum based fuels. The Project Site location provides convenient pedestrian access to several stops on the Exposition Line Light Rail Line, including the Expo Park/USC Station (0.35 mile from the Project Site) and the Expo/Vermont Station (0.7 mile from the Project Site), as well as the 37th Street/USC Silver Line Bus Rapid Transit (BRT) Station on the Harbor Transitway (located approximately 0.37 mile from the Project Site). The Project Site is also served by seven bus lines operated by Metro and the Los Angeles Department of Transportation (LADOT) within 0.25 mile of the Project Site. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality

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[23] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[24] *Ibid, pp. 114.*

[25] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Overall, and as discussed further in Section IV.J, Land Use and Planning, on page 101 of this Addendum, the Modified Project would be consistent with the 2012–2035 RTP/SCS, which is a relevant regional plan adopted for the purpose of reducing GHG emissions.

California's Cap-and-Trade Program

The *Climate Change Scoping Plan* identifies a cap-and-trade program as one of the strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80-percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

Under the approved Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period[26] and distributes these to regulated entities. Covered entities are allocated free allowances in whole or part (if eligible), and may buy allowances at auction, purchase allowances from others, or purchase offset credits. The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. As summarized by CARB in the First Update:

> *The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their*

[26] *A "compliance period" is the time frame during which the compliance obligation is calculated. The years 2013 and 2014 are the first compliance period, the years 2015–2017 are the second compliance period, and the third compliance period is from 2018–2020.*

> *GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.*[27]

In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions.[28] If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

> *The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap.*[29] *[…]*
>
> *[T]he Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions.*[30]

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[27] *CARB. First Update to the Climate Change Scoping Plan: Building on the Framework at 86 (May 2014) (emphasis added).*

[28] *Id.*

[29] *Id., at p. 88.*

[30] *Id., at pp. 86–87. See also CARB's 2013 Annual Compliance Obligation of the Cap-and-Trade Program reported 100 percent compliance for entities subject to the program, www.arb.ca.gov/cc/capandtrade/2013compliancereport.xlsx.*

In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures. As of January 1, 2015, the Cap-and-Trade Program covered approximately 85 percent of California's GHG emissions.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California whether generated in-state or imported.[31] Accordingly, GHG emissions associated with CEQA projects' electricity usage would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[32] While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015.[33]

The Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program.

As demonstrated above, GHG emissions attributable to electricity use and VMT, as well as stationary source GHG emissions, would be reduced by the Cap-and-Trade Program. As such, these GHG emissions are reduced by an existing regulatory scheme designed to address the cumulative problem of climate change. Accordingly, the Modified Project's GHG emissions in these categories, which are reduced by the Cap-and-Trade Program, would not be considered cumulatively considerable per the guidance provided in CEQA Guidelines Section 15064(h)(3).

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[31] *17 CCR § 95811(b).*

[32] *17 CCR §§ 95811 and 95812(d).*

[33] *Id., at § 95851(b) (emphasis added).*

Executive Orders S-3-05 and B-30-15

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as the 2006 Global Warming Solutions Act (AB 32). As analyzed above, the Modified Project is consistent with AB 32. Therefore, the Modified Project does not conflict with this component of Executive Order S-3-05. The Executive Orders also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. These goals have not been codified.[34] However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its *Climate Change Scoping Plan*, CARB acknowledged that the "measures needed to meet the 2050 target are too far in the future to define in detail."[35] In the First Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."[36] Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the Modified Project's impacts further relative to the 2030 and 2050 goals is speculative for purposes of CEQA.[37] Moreover, CARB has not calculated and released the BAU emissions projections for 2030 or 2050, which are necessary data points for quantitatively analyzing a CEQA project's consistency with these targets.

Although the Modified Project's emissions levels in 2030 and 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the proposed Modified Project's emissions level to

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[34] *Senate Bill (SB) 32, which currently is being considered by the State Assembly, would codify Governor Schwarzenegger's Executive Order S-3-05 goal of cutting GHG emissions to 80 percent below 1990 levels by 2050. In addition, on June 1, 2015, the California Senate amended SB 32 to also codify the interim goal set forth in Executive Order B-30-15 for GHG emissions levels to be 40 percent below 1990 levels by 2030, and to authorize CARB to adopt an additional interim GHG emissions level target for 2040.*

[35] *CARB, Scoping Plan, p. 117, December 2008.*

[36] *CARB, First Update, p. 32, May 2014. Website www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf, accessed March 2, 2015.*

[37] *See 14 Cal. Code Regs § 15145 ("If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.").*

decline as the regulatory initiatives identified by CARB in the First Update are implemented, and other technological innovations occur. Stated differently, the Modified Project's emissions total at build-out presented in Table 9 on page 80, represents the maximum emissions inventory for the Modified Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Modified Project emissions once fully constructed and operational, the Modified Project is considered to be consistent with the Executive Orders.

The *Climate Change Scoping Plan* recognizes that AB 32 establishes an emissions reduction trajectory that will allow California to achieve the more stringent 2050 target: "These [greenhouse gas emission reduction] measures also put the state on a path to meet the long-term 2050 goal of reducing California's greenhouse gas emissions to 80 percent below 1990 levels. This trajectory is consistent with the reductions that are needed globally to stabilize the climate."[38] Also, CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by CARB would serve to reduce the proposed Modified Project's post-2020 emissions level to the extent applicable by law:[39,40] These emission reduction strategies include the following:

- **Energy Sector:** Continued improvements in California's appliance and building energy efficiency programs and initiatives, such as the State's zero net energy building goals, would serve to reduce the proposed Modified Project's emissions levels.[41] Additionally, further additions to California's renewable resource portfolio would favorably influence the proposed Modified Project's emissions levels.[42]

- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing

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[38] *Climate Change Scoping Plan at 15.*

[39] *CARB, First Update, p. 4, May 2014. See also id. at pp. 32–33 [recent studies show that achieving the 2050 goal will require that the "electricity sector will have to be essentially zero carbon; and that electricity or hydrogen will have to power much of the transportation sector, including almost all passenger vehicles."]*

[40] *CARB, First Update, Table 6: Summary of Recommended Actions by Sector, pp. 94–99, May 2014.*

[41] *CARB, First Update, pp. 37–39, 85, May 2014.*

[42] *CARB, First Update, pp. 40–41, May 2014.*

transportation systems all will serve to reduce the proposed Modified Project's emissions levels.[43]

- **Water Sector:** The proposed Modified Project's emissions levels will be reduced as a result of further desired enhancements to water conservation technologies.[44]

- **Waste Management Sector:** Plans to further improve recycling, reuse and reduction of solid waste will beneficially reduce the proposed Modified Project's emissions levels.[45]

The Cap-and-Trade Program is designed to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020. Although the Cap-and-Trade Program would remain in effect in post-2020, it is not currently scheduled to extend beyond 2020 in terms of additional GHG emissions reductions.[46] However, CARB has expressed its intention to extend the Cap-and-Trade Program beyond 2020 in conjunction with setting a mid-term target. The "recommended action" in the First Update for the Cap-and-Trade Program is: "Develop a plan for a post-2020 Cap-and-Trade Program, including cost containment, to provide market certainty and address a mid-term emissions target."[47] The "expected completion date" for this recommended action is 2017.[48]

In addition to CARB's First Update, in January 2015, during his inaugural address, Governor Jerry Brown expressed a commitment to achieve "three ambitious goals" that he would like to see accomplished by 2030 to reduce the State's GHG emissions: (1) increasing the State's Renewable Portfolio Standard from 33 percent in 2020 to 50 percent in 2030; (2) cutting the petroleum use in cars and trucks in half; and (3) doubling the efficiency of existing buildings and making heating fuels cleaner.[49] These expressions of Executive Branch policy may be manifested in adopted legislative or regulatory action

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[43] *CARB, First Update, pp. 55–56, May 2014.*

[44] *CARB, First Update, p. 65, May 2014.*

[45] *CARB, First Update, p. 69, May 2014.*

[46] *But see AB 1288 (Atkins, introduced 2015) that would eliminate the December 31, 2020, limit on the Cap-and-Trade Program.*

[47] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, at 98 (May 2014).*

[48] *Id.*

[49] *Transcript: Governor Jerry Brown's January 5, 2015, Inaugural Address, www.latimes.com/local/political/la-me-pc-brown-speech-text-20150105-story.html#page=1, accessed March 2, 2015.*

through the state agencies and departments responsible for achieving the State's environmental policy objectives, particularly those relating to global climate change.

Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050.[50] Even though these studies do not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Given the proportional contribution of mobile source-related GHG emissions to the State's inventory, recent studies also show that relatively new trends, such as the increasing importance of web-based shopping, the emergence of different driving patterns by the "millennial" generation and the increasing effect of Web-based applications on transportation choices, are beginning to substantially influence transportation choices and the energy used by transportation modes. These factors have changed the direction of transportation trends in recent years, and will require the creation of new models to effectively analyze future transportation patterns and the corresponding effect on GHG emissions. Therefore, the Modified Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

(iii) Conclusion

Given the Modified Project's consistency with State, regional, and local GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, as was the case with the Original Stadium Project. Furthermore, the Modified Project would comply with plans, programs, and regulations that reduce GHG

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[50] *Energy and Environmental Economics (E3), "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80% below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.*

emissions. Indeed, many Modified Project-related emissions would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program, such as energy, mobile, and construction emissions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to GHG emissions, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features

The Modified Project would implement the following Project Design Features related to GHG emissions:

PDF G-1: The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

PDF G-2: The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances.

PDF G-3: The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled:

- Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.)
- Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles
- Reduced price Metro transit passes for project employees
- Printed transit information on tickets

In addition, refer to the Project Design Features and Mitigation Measures in Section IV.P, Utilities and Service Systems, on page 171 of this Addendum, which would indirectly reduce GHG emissions by reducing the Modified Project's resource consumption and waste generation.

H. Hazards and Hazardous Materials

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hazards and hazardous materials would be less than significant under the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to hazards and hazardous materials could occur if a project were to expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. The Certified EIR analyzed the demolition of the existing Sports Arena and stated that there is a potential for the Sports Arena to contain asbestos containing materials (ACMs) and lead. Subsequent to the preparation of the Certified EIR, an ACM Survey was conducted for the Sports Arena in January 2012 (see Appendix L of this Addendum), which confirmed that ACMs are present in some ceiling materials, roofing materials, ceiling tiles, floor tiles and mastic, and insulation.

As stated in the Certified EIR, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. As with the Original Stadium Project, construction of the Modified Project would involve demolition of the Sports Arena and compliance with SCAQMD Rule 1403, which would ensure impacts would be less than significant for the Modified Project. With regard to lead-based paint, prior to issuance of a demolition permit, the Applicant would be required to submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted for the Sports Arena. If lead-based paint is found, the Applicant must comply with all procedural requirements and regulations for proper lead removal and disposal, which would ensure that impacts related to lead-based paint would be less than significant. Construction of the Modified Project would conform to these requirements. Furthermore, similar to the Original Stadium Project, fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners could be used, handled, and stored on the Project Site during construction of the Modified Project. Like with the Original Stadium Project, all potentially hazardous materials associated with construction of the Modified Project would be used and stored in accordance with applicable regulatory requirements and manufacturers' instructions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with

respect to handling ACM, lead-based paint, and hazardous materials during construction would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

The Certified EIR also analyzed potential impacts related to hazards and hazardous materials during operation of the Original Stadium Project. As stated therein, minor amounts of hazardous materials such as motor oil, paints, solvents, pesticides, herbicides and fertilizers may be used at the Project Site. However, the use and disposal of such materials would be in compliance with the State Health and Safety Code, the LAMC, and the Uniform Fire Code (UFC). Therefore, the Certified EIR concluded that operation of the Original Stadium Project would not result is any significant impacts associated with hazards or hazardous materials. The general use of the stadium and the types and quantities of hazardous materials that could be used and stored in association with stadium operations would not change with the design and use modifications proposed under the Modified Project. The Modified Project also would provide Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including office and conference facilities, a museum, and retail and restaurant uses. These types of land uses are not typically associated with the use and handling of substantially hazardous materials. Rather, the types and quantities of hazardous materials that could be used during operation of the Ancillary Uses would be similar to those analyzed in the Certified EIR (e.g., motor oil, paints, solvents, pesticides, herbicides and fertilizers), and would be characteristic of typical commercial land uses. Furthermore, consistent with the Certified EIR's analysis, all potentially hazardous materials associated with operation of the Modified Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to the use, handling, and storage of hazardous materials would be less than significant under the Modified Project through compliance with existing regulatory requirements. No mitigation measures are required.

Subsequent to the preparation of the Certified EIR, a Phase I Environmental Site Assessment (Phase I ESA) dated August 26, 2015 was conducted for the Project Site. The Phase I ESA is included in Appendix M of this Addendum. To identify potential on-site hazards, the Phase I ESA included interviews with property owner representatives, a review of environmental records, a site reconnaissance, historical reviews, and interviews with public agency personnel. The Phase I ESA identified the following environmental concerns on the Project Site:

- Various containers of paint, oil, coolant, gasoline, and propane, as well as batteries and tires, that would be removed and disposed of in conjunction with demolition activities;

- Exterior evaporate Chillers that contain ACMs (not previously identified in the ACM Survey discussed above) located north of the VIP Parking Lot;

- Leaking piping containing glycol located underneath the Sports Arena floor; and

- The potential presence of a historical gasoline tank on the Project Site related to development prior to construction of the Sports Arena. No records were found related to the potential gasoline tank; therefore, it is unknown if it was an above-ground storage tank (AST) or underground storage tank (UST). According to the Phase I ESA, the approximate location of the tank was near the southern boundary line of the Project Site.

No significant stains or spills were observed in the areas where hazardous materials are stored on-site, and all materials appeared to be property stored and maintained. During demolition activities under the Modified Project, hazardous materials on the Project Site would be handled, transported, and disposed of in accordance with manufacturers' instructions and applicable federal, state, and local regulations. The Chillers, glycol, and glycol-related materials would also be removed and disposed of in accordance with applicable regulations. As stated above, on-site ACMs must be removed by licensed contractors using specific control methods prescribed in SCAQMD Rule 1403, which would ensure that impacts related to ACMs would be less than significant. With regard to the potential historical gasoline storage tank on-site, the Phase I ESA recommended that a geophysical survey be conducted to further evaluate the area for a possible tank excavation. Accordingly, Mitigation Measures MP-H-1 and MP-H-2[51] are recommended below. Mitigation Measures MP-H-1 and MP-H-2 have been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. With the implementation of these measures, the Modified Project's potential impacts with respect to hazards and hazardous materials would be less than significant. Additionally, the Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City,[52] so no further analysis of issues related to methane are required.

Based on the above, with implementation of Mitigation Measures MP-H-1 and MP-H-2, the Modified Project would not result in any new significant impacts with respect to

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[51] *New mitigation measures that are recommended for the Modified Project in this Addendum are noted with the prefix "MP."*

[52] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed June 4, 2015.*

hazards and hazardous materials, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(a) Mitigation Measures

The Modified Project would implement the following Mitigation Measures to mitigate potential impacts to hazards and hazardous materials to a less-than-significant level:

Mitigation Measure MP-H-1: Prior to the issuance of a demolition permit, a geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.

Mitigation Measure MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering, evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.

I. Hydrology and Water Quality

The following analysis is based on the Hydrology and Water Quality analysis provided in Section IV.E of the Certified EIR, and on the Hydrology and Water Quality Technical Memorandum (Hydrology Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated September 2, 2015, which is included in Appendix N of this Addendum. The Hydrology Report identifies potential surface water and groundwater hydrology and water quality impacts that may be associated with the Modified Project and determines whether the Modified Project would result in new significant impacts not previously identified in the Certified EIR.

(a) Construction

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during construction of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measures E-1 and E-3 are included in the Certified EIR to further ensure implementation of the applicable regulatory requirements that support this conclusion (i.e., compliance with a SWPPP and NPDES waste discharge requirements, respectively). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water hydrology and water quality impacts during construction, the Original Stadium Project was required to prepare and implement a SWPPP, as reflected in Mitigation Measure E-1 in the Certified EIR. The SWPPP would be prepared and implemented in compliance with the Construction General Permit administered by the State Water Resources Control Board (SWRCB).[53] The SWPPP would include temporary controls, or BMPs, to address construction impacts to hydrology and water quality, particularly during soil disturbing activities when soils are exposed to wind, rain, and concentrated flows that cause erosion, and that would minimize the transmission of sediment into the storm drain system. The SWPPP control measures would be designed to convey the 25-yr and 50-yr rainfall events from the Project Site. Additionally, the SWPPP would also address proper usage and storage of common construction materials such as vehicle fluids (e.g., oil, grease, etc.), asphalt concrete and Portland cement concrete, paints, solvents and thinners, metals and plated products and fertilizers. Finally, the SWPPP would address construction related waste such as wastewater from vehicle cleaning operations, trash from material packaging, employee's

[53] *Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2012-0006-DWQ.*

meal breaks, slurries from sawing and grinding operations, wastewater/waste from concrete washout operations and sanitary waste. The Certified EIR concluded that following the implementation of Mitigation Measure E-1, which requires implementation of a SWPPP, impacts to surface water hydrology and water quality during construction would be less than significant under the Original Stadium Project.

Construction activities under the Modified Project would be substantially similar to those of the Original Stadium Project in terms of the amount of ground disturbance and the types of pollutants that could be introduced to the Project Site. As is the case for the Original Stadium Project, potential impacts to surface water quality and hydrology would be mitigated to a less-than-significant level through preparation and implementation of a SWPPP. Mitigation Measure E-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to surface water hydrology and water quality under the Modified Project would be less than significant through implementation of a SWPPP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-1 of the Certified EIR. No additional mitigation measures are required.

As it relates to impacts to groundwater during construction, the Certified EIR stated that the Project Site is not an area that provides substantial groundwater recharge. Furthermore, the project contractor would be required to comply with existing regulatory requirements pertaining to water quality that would ensure that the Original Stadium Project would not result in any significant impacts to groundwater. Such requirements include the preparation and implementation of a SWPPP as reflected in Mitigation Measure E-1 in the Certified EIR, and compliance with NPDES waste discharge requirements for construction dewatering, which is reflected in Mitigation Measure E-3 in the Certified EIR. Therefore, the Certified EIR concluded that the Original Stadium Project would not adversely affect groundwater conditions with implementation of the aforementioned mitigation measures.

As discussed in the Hydrology Report, and consistent with the analysis in the Certified EIR, appreciable groundwater recharge does not occur on the Project Site. Furthermore, as discussed above, the Modified Project's SWPPP would include BMPs for the proper handling, storage, and disposal of hazardous materials during construction to avoid subsurface contamination. With regard to the potential for encountering groundwater during construction, as discussed in the Hydrology Report, the proposed stadium under the Modified Project would be constructed within a portion of the excavation and footprint area currently occupied by the Sports Arena, consistent with the Original Stadium Project. The

basement level of the Sports Arena currently extends to a depth of approximately 25 feet below grade level (approximately el 155).[54] The excavation areas following removal of the Sports Arena not occupied by the proposed stadium footprint would be backfilled to existing grade. As discussed above in Section IV.F, Geology and Soils, of this Addendum (see page 69), based on the information provided in the Geotechnical Report, the excavation required for the proposed development would not extend deeper than the current below-grade areas of the Sports Arena. Both historical groundwater levels and recently monitored groundwater levels are well below the lowest proposed grade of the Modified Project (refer to Section IV.F, Geology and Soils, on page 69). Therefore, it is not expected that groundwater would be encountered during construction of the Modified Project. Nonetheless, the potential exists for shallower, perched water to be encountered at the Project Site depending on seasonal rainfall. Therefore, while not anticipated, temporary construction dewatering may be required. Construction dewatering, if required, would be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas, in accordance with Project Design Feature F-1 in Section IV.F, Geology and Soils. Additionally, Mitigation Measure E-3 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, which requires that construction dewatering comply with applicable NPDES permit requirements. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), construction-related impacts with respect to groundwater under the Modified Project would be less than significant through compliance with Mitigation Measures E-1 and E-3 of the Certified EIR. No additional mitigation measures are required.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, construction of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The Certified EIR for the Original Stadium Project concluded that impacts with respect to hydrology and water quality would be less than significant during operation of the Original Stadium Project through compliance with applicable regulatory requirements (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR). Mitigation Measure E-2 is included in the Certified EIR to further ensure implementation of the applicable regulatory

[54] *With respect to NAVD.*

requirements that support this conclusion (i.e., compliance with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements). The thresholds on which this analysis was based are stated on pages IV.E-8–IV.E-9 of the Certified EIR.

With regard to surface water quality, the Certified EIR stated that the Original Stadium Project would have the potential to introduce additional contaminants that could impact the urban runoff flows on the Project Site, such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. As reflected in Mitigation Measure E-2 in the Certified EIR, the Original Stadium Project would be required to prepare and implement a SUSMP in accordance with the Los Angeles County RWQCB MS4 Program, which would reduce surface water quality impacts to a less-than-significant level. The Modified Project would introduce similar types of pollutants to the Project Site as the Original Stadium Project. As is typical of commercial developments with restaurant uses, anticipated pollutants would include pathogens, nutrients, pesticides, sediments, trash and debris, oxygen demanding substances and oil and grease. Like the Original Stadium Project, the Modified Project would be subject to Mitigation Measure E-2 in the Certified EIR and would be required to prepare and implement a SUSMP with permanent on-site BMPs to reduce the quantity and improve the quality of rainfall runoff from the Project Site. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[55] LID consists of site design approaches and BMPs that are designed to address runoff and pollution at the source. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The LID ordinance requires rainwater from a 0.75-inch rainstorm to be captured, infiltrated, and/or used on-site at most developments and redevelopments where more than 500 square feet of hardscape is added. In so doing, the City's LID Manual prioritizes the following BMPs: infiltration systems, stormwater capture and use, high efficient biofiltration/bioretention systems, or a combination of the above. The Modified Project would incorporate one or more of these BMPs to achieve compliance with LID Ordinance requirements. Because runoff from the Project Site is currently untreated, implementation of the Modified Project would result in a beneficial impact with regard to surface water quality as compared to existing conditions. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.E, Hydrology and Water Quality, of the Certified EIR), operational impacts with respect to surface water quality under the Modified Project would be less than significant (and in fact

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[55] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

beneficial) through implementation of applicable regulatory requirements, including compliance with a SUSMP prepared to the satisfaction of LADBS, as reflected in Mitigation Measure E-2 of the Certified EIR, and the City's LID Ordinance. Mitigation Measure E-2 has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum. No additional mitigation measures are required.

With regard to surface water hydrology, as stated in the Certified EIR, the Project Site in its existing state is mostly impervious. Stormwater that is not absorbed in the pervious areas is collected as runoff and is conveyed via sheet flow to the City storm drainage systems in Hoover Street and Martin Luther King, Jr. Boulevard. The Sports Arena roof, the eastern depressed areas, and some structured areas collect stormwater runoff into a building drainage system and utilize pumps to convey the stormwater to the existing surface drainage system. The Certified EIR concluded that permeable areas would slightly increase as compared to the existing conditions under the Original Stadium Project, thereby improving runoff conditions by reducing the flow to the storm drain system. Therefore, because stormwater runoff conditions would be improved compared to existing conditions, the Certified EIR determined that surface water hydrology impacts under the Original Stadium Project would be less than significant. The Hydrology Report analyzes post-development stormwater flows based on the Modified Project design. The amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. As shown in Table 10 on page 100, peak flow rates from the Project Site would not increase under the Modified Project during a 25- or 50-year storm event. Therefore, the Modified Project would not create nor contribute to stormwater runoff levels that would exceed the capacity of the existing storm water drainage systems. Accordingly, consistent with the Certified EIR's conclusions for the Original Stadium Project, the Modified Project's potential surface water hydrology impacts would be less than significant. No mitigation measures are required.

The Certified EIR also analyzed the Original Stadium Project's potential operational impacts on groundwater. As stated therein, the Project Site is not an area that provides substantial groundwater recharge, and the Original Stadium Project would not affect this condition. Furthermore, the Project Site is not a source of groundwater pumping for potable water usage. Therefore, the Certified EIR concluded that impacts related to groundwater would be less than significant during operation of the Original Stadium Project. Similar to the Original Stadium Project, the Modified Project would be serviced by the municipal water and sewer system, and no production wells would be installed. As stated above, the amount of impervious surface area on-site would be approximately the same under the Modified Project as compared to existing conditions. The Modified Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge since limited groundwater recharge currently occurs on-site. Furthermore, the Modified Project would implement BMPs pursuant to SUSMP

Table 10
Modified Project Peak Stormwater Flowrates

Site Condition	Rational Method Runoff Coefficient	Q25 (cfs)	Q50 (cfs)
Existing	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8
Proposed	0.88 (25-yr); 0.89 (50-yr)	38.1	43.8

Q25 = peak runoff rate during 25-year storm event
Q50 = peak runoff rate during 50-year storm event
cfs = cubic feet per second
Source: Langan Engineering and Environmental Services, Inc., 2015.

requirements (pursuant to Certified EIR Mitigation Measure E-2) and the City's LID Ordinance to control and mitigate surface pollutants. Therefore, consistent with the conclusions in the Certified EIR, the Modified Project would result in less than significant impacts associated with groundwater hydrology and quality.

Based on the analysis above, through the implementation of mitigation measures identified in the Certified EIR, operation of the Modified Project would not result in any new significant impacts with respect to hydrology and water quality, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Mitigation Measures

The following mitigation measures were included in the Certified EIR to reflect the regulatory requirements that would ensure that the Original Stadium Project's hydrology and water quality impacts would be less than significant. These Mitigation Measures would continue to be implemented as part of the Modified Project, as revised, and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum:

EIR Mitigation Measure MM E-1: The ~~Project~~ Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits.

EIR Mitigation Measure MM E-2: The ~~Project~~ Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the

satisfaction of the City of Los Angeles Department of Building and Safety.

EIR Mitigation Measure MM E-3: The ~~Project~~ Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").

J. Land Use and Planning

(a) Consistency with Regulatory Framework

The Certified EIR for the Original Stadium Project concluded that impacts related to consistency with applicable land use plans and policies would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. Specifically, the Certified EIR determined that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations on the Project Site, the Exposition/University Park Redevelopment Plan,[56] the California Museum of Science and Industry (CMSI)/Exposition Park Master Plan, and applicable regional plans and regulations. Although impacts would be less than significant, the Certified EIR included Mitigation Measure F-1 to reinforce requirements for permits and discretionary approvals to ensure land use consistency. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the Original Stadium Project including conference facility and office space, a museum, and retail and restaurant uses. The Modified Project would also require the following discretionary approvals that were not specifically considered in the Certified EIR's analysis of the Original Stadium Project:

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[56] *On December 29, 2011, the California Supreme Court issued its decision in the* California *Redevelopment Association v. Matosantos case. The decision upheld the recently enacted State law, Assembly Bill (AB)X1 26, dissolving all California redevelopment agencies, including the Community Redevelopment Agency of the City of Los Angeles. The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve the redevelopment plans. Therefore, the Exposition/University Park Redevelopment Plan and its requirements for development are still in effect and are overseen by a Designated Local Authority (DLA).*

- Amendment of the Coliseum District Specific Plan to expressly allow development standards for Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses);
- Director's Review (pursuant to Coliseum District Specific Plan);
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan);
- Sign District/Supplemental Use District (Zone Change) for Signage;
- Possible Board of Police Commissioners permit for extended interior construction hours;
- Possible approval of a property and/or project agreement by the Coliseum Commission authorizing the development of the Modified Project on the Project Site; and
- Possible approval of a Non-Disturbance Agreement or other agreements for LAFC's operation of the Modified Project by the State of California (California Science Center—Sixth District Agricultural Association), including use of State-owned properties in Exposition Park for signage, parking, and construction staging.

The following analysis focuses on the potential for the Modified Project's Ancillary Uses and additional discretionary approvals to result in new significant impacts with respect to land use consistency that were not previously identified in the Certified EIR.

As stated in the Certified EIR, the Project Site is subject to the following state, regional, and local land use regulatory authorities, plans, and policies: (1) State—CMSI/ Exposition Park Master Plan; (2) Regional—Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and Guide (RCPG), 2008 Regional Comprehensive Plan (RCP), and Compass Growth Vision; South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP); Regional Water Quality Control Board (RWQCB); and Metropolitan Transportation Authority's (MTA) Congestion Management Plan (CMP); and (3) Local—the City of Los Angeles' General Plan, South Los Angeles Community Plan, Exposition/University Park Redevelopment Plan, and Planning and Zoning Code. The Project Site is also regulated by the City of Los Angeles' Coliseum District Specific Plan. Additionally, since certification of the Certified EIR, SCAG adopted its 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which also pertains to the Project Site. The AQMP was also updated in 2012. Finally, while the Certified EIR addressed the Project Site's location within the Los Angeles State Enterprise Zone, the California State Enterprise Zone program has since ended and is no longer applicable to the Project Site. The Modified

Project's consistency with the applicable land use plans and policies noted above is addressed below.

(i) State

As stated in the Certified EIR, the CMSI/Exposition Park Master Plan (Master Plan) includes goals and objectives oriented around developing, preserving, and restoring the following areas within Exposition Park: (1) the CMSI; (2) the Science Museum School; (3) the Science Educational Resource Center; (4) the California African-American Museum; (5) park landscaping and open space areas; (6) parking and circulation facilities; and (7) ancillary infrastructure improvement areas. The Master Plan does not include any goals or objectives related to specific alterations or renovation of the Sports Arena, and makes no specific reference with respect to goals or objectives for the long-term use of the Sports Arena. Notwithstanding, the Certified EIR determined that the Original Stadium Project would be consistent with the six general objectives of the Master Plan because it would: reinforce Exposition Park's role as a major regional community resource in the southern California region by replacing the underutilized Sports Arena with a modern, world-class sports complex; provide enhanced landscape and pedestrian circulation areas; implement a traffic management plan to minimize traffic and parking impacts on days when major events are scheduled; be compatible in scale, height, materials, architectural quality and site orientation within the context of Exposition Park as well as the surrounding built environment; and provide provisions for coordinated marketing, security, maintenance arrangements, parking, transit access, and programming with Exposition Park management, as needed for the redeveloped Project Site. The Modified Project's proposed modifications to the Original Stadium Project would not change these conclusions.

Specifically, the Modified Project would continue to reinforce Exposition Park's role as a major regional community resource in southern California by replacing the Sports Arena with a modern, world-class sports complex, and would involve substantially similar features to the Original Stadium Project that the Certified EIR concluded would be consistent with the Master Plan. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including: (1) the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas; and (2) the Figueroa Street pedestrian improvements, which would include a broad pedestrian sidewalk featuring enhanced landscape and streetscape, providing sufficient space for patrons to circulate and queue on event days, and, an inviting and safe pedestrian environment on non-event days. The Modified Project's proposed Ancillary Uses would provide additional amenities to support stadium operations, including year-round restaurant and retail uses, which would enable the creation of a state-of-the-art sports and entertainment complex that is better able to

compete with similar, modern facilities. The Ancillary Uses would therefore further promote the Modified Project's consistency with Master Plan Objective 1, to reinforce the park as a regional and community resource, and Objective 3, to develop employment and cultural opportunities within the park to benefit area residents. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park, and therefore the Modified Project would continue to be consistent with Master Plan Objective 5. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the general objectives of the Master Plan, and impacts would be less than significant. No mitigation measures are required.

(ii) Regional

As stated in the Certified EIR, the Project Site is located within SCAG's planning region. SCAG is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality. SCAG plans that currently apply to the Project Site include the 2012–2035 RTP/SCS, the Compass Growth Vision, and the 2008 RCP.

SCAG's 2012–2035 RTP/SCS, adopted in April 2012, presents a long-term transportation vision through the year 2035 for its six county region. The mission of the 2012–2035 RTP/SCS is to provide "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[57] The 2012–2035 RTP/SCS emphasizes sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of this approach, the 2012–2035 RTP/SCS establishes High-Quality Transit Areas, which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[58] Local jurisdictions are encouraged to focus housing and employment growth within High-Quality Transit Areas. The Project Site is located within a High-Quality Transit Area as designated by the 2012–2035 RTP/SCS.[59]

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[57] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, pp. viii, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed August 13, 2015.*

[58] *Ibid, pp. 114.*

[59] *Ibid, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136.*

The Certified EIR did not include a discussion of the Original Stadium Project's consistency with the 2012–2035 RTP/SCS since the 2012–2035 RTP/SCS was adopted after the certification of the Certified EIR. However, the Certified EIR included an analysis of the Original Stadium Project's consistency with SCAG's 2008 Regional Transportation Plan (RTP), which preceded the 2012–2035 RTP/SCS (see Table IV.F-1 in the Certified EIR). The Certified EIR explained that the Project Site is already well served by regional and local transit lines. In addition, the Certified EIR explained that the Original Stadium Project would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the goals of the 2008 RTP to maximize mobility and accessibility for all people and goods in the region; preserve and ensure a sustainable regional transportation system; protect the environment, improve air quality and promote energy efficiency; and encourage land use and growth patterns that complement transportation investments, among others.

Like the Original Stadium Project, the Modified Project represents an infill development within an existing urbanized area that would concentrate new development in proximity to public transit opportunities (e.g., Expo Light Rail, Harbor Transitway BRT station), thereby minimizing vehicle trips, vehicle miles traveled (VMT), and resulting air pollution. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality Transit Area. By focusing new development within a designated High-Quality Transit Area, the Modified Project would be consistent with regional growth strategies promoted in the 2012–2035 RTP/SCS, which represent widely recognized "smart growth" planning strategies that promote higher density, infill development with access to public transit in an effort to reduce urban sprawl and its associated environmental effects. Furthermore, the Modified Project would provide bicycle parking for a minimum of 440 bicycles (two percent of the proposed stadium seating capacity) to encourage bicycling to events at the stadium. Also like the Original Stadium Project, the Modified Project would revitalize an urban infill site that is already equipped with the infrastructure to support a major sports and entertainment venue by replacing the underutilized Sports Arena with a modern, world-class sports complex. In addition, the Modified Project would include enhanced landscape and pedestrian improvements as compared to the Original Stadium Project, including the Northwest Plaza, which would be designed to provide a welcoming pedestrian environment with a mix of hardscape and landscaped areas, and could include water features, public art, and seating areas, as well as other public open space areas around the Project Site. As discussed in Section IV.G, Greenhouse Gas Emissions, on page 75 of this Addendum, the Modified Project would incorporate "Green" principles throughout the development to comply with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC) and the sustainability intent of the U.S. Green Building Council's LEED® program. These include energy conservation, water conservation, and waste reduction features that exceed the requirements and commitments applicable to the Original Stadium Project. Therefore,

consistent with the conclusions in the Certified EIR for the Original Stadium Project (which pertained to 2008 RTP consistency), the Modified Project would be consistent with the applicable goals and principles set forth in the 2012–2035 RTP/SCS. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Compass Growth Vision, adopted in 2004, encourages better relationships between housing, transportation, and employment. The Compass Growth Vision is driven by four key principles: (1) Mobility –Getting where we want to go, (2) Livability—Creating positive communities, (3) Prosperity—Long-term health for the region, and (4) Sustainability—Preserving natural surroundings. SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the key principles would best serve the goals of the Compass Growth Vision to improve mobility for all residents, foster livability in all communities, enable prosperity for all people, and promote sustainability for future generations. Since certification of the Certified EIR, the 2% Strategy Opportunity Areas have been effectively replaced with the High-Quality Transit Areas established in the 2012–2035 RTP/SCS, as discussed above. The Certified EIR stated that the Original Project would provide an updated public venue for outdoor recreational opportunities or civic events in response to changing community needs and market conditions, revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility and site conditions. In addition, the Certified EIR stated that the Original Stadium Project would provide employment opportunities and would comply with Title 20 and Title 24 standards pertaining to water and energy efficiency standards. Therefore, the Certified EIR concluded that the Original Stadium Project would be consistent with the Compass Growth Vision principles. The Modified Project builds upon the energy conservation features previously identified in the Certified EIR and would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the Los Angeles Municipal Code (LAMC), in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. For the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS, the Modified Project would also be consistent with the principles set forth in the Compass Growth Vision, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Impacts would be less than significant, and no mitigation measures are required.

As discussed in the Certified EIR, SCAG's Regional Comprehensive Plan (RCP) was adopted by SCAG in October of 2008 and serves as an advisory document for (voluntary) use by local governments in the SCAG region as an informational resource, and as a reference document for their use in developing plans and addressing local issues of regional significance. The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). Because of its advisory nature, the RCP is not used in SCAG's Intergovernmental Review process for regionally significant projects. Rather, SCAG reviews new major regional projects based on consistency with the 2012–2035 RTP/SCS and Compass Growth Vision, described above. As stated in the Certified EIR, according to SCAG, the Original Stadium Project was not considered regionally significant pursuant to SCAG Intergovernmental Review (IGR) Criteria and Section 15206 of the CEQA Guidelines. Since consistency with the 2008 RCP was not required, a consistency analysis was not provided in the Certified EIR, though, as discussed above, the Certified EIR did address the Original Stadium Project's consistency with the 2008 RTP (which preceded the 2012–2035 RTP/SCS and was in effect at the time of the Certified EIR) and the Compass Growth Vision. The changes proposed by the Modified Project would not make the Modified Project regionally significant pursuant to SCAG and CEQA criteria. Although an analysis of consistency with the RCP is not required, as was the case at the time the Certified EIR was prepared, it is noted that the Modified Project would be substantially consistent with the applicable goals and policies set forth in the RCP for the reasons discussed above in relation to consistency with the 2012–2035 RTP/SCS.

As stated in the Certified EIR, the Original Stadium Project is subject to the requirements of the SCAQMD's AQMP. The AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the air basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. The Certified EIR determined that the Original Stadium Project would be consistent with the 2007 AQMP in effect at the time the Certified EIR was prepared because it would be consistent with applicable population, housing, and employment projections. As analyzed in Section IV.C, Air Quality, on page 49, the Modified Project would also be consistent with the 2012 AQMP, which was adopted subsequent to the preparation of the Certified EIR, and its applicable population, housing, and employment projections. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Original Stadium Project is subject to the requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The Certified EIR determined that the Original Stadium Project would be consistent with

RWQCB requirements during construction and operation (e.g., requirements pursuant to the National Pollution Discharge Elimination System (NPDES) statewide General Construction Activity Permit). As analyzed in Section IV.I, Hydrology and Water Quality, on page 95 of this Addendum, the Modified Project would also be consistent with applicable RWQCB requirements, consistent with the conclusions in the Certified EIR for the Original Stadium Project. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) Ordinance (Ord. No. 181899), which expanded the applicability of SUSMP requirements by imposing rainwater LID strategies on projects that require building permits. The LID Ordinance was adopted in November 2011 and officially became effective on May 12, 2012.[60] Therefore, impacts would be less than significant and no mitigation measures are required.

Finally, the Certified EIR explained that the Original Stadium Project is subject to the requirements of the Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP). The CMP requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. The Certified EIR determined that the Original Stadium Project would be consistent with the CMP because it would not significantly impact any CMP roadway segments or freeway on-/off-ramps. As analyzed in Section IV.O, Traffic/Transportation/ Parking, on page 149 of this Addendum, the Modified Project would also be consistent with the CMP and would not significantly impact any CMP roadway segments, freeway on-/off-ramps, or transit facilities. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, impacts would be less than significant and no mitigation measures are required.

(iii) Local

The City of Los Angeles General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles (City) and defines citywide policies regarding land use. The General Plan Framework defines citywide policies that influence the Community Plans and most of the City's General Plan Elements. The policies are organized by chapters that address land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, and infrastructure and public services.

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[60] *LA Stormwater, Low Impact Development (LID) 2-Sided Brochure, www.lastormwater.org/wp-content/ files_mf/lidbrochure4.19.12.pdf, accessed May 2, 2014.*

The Land Use Chapter of the General Plan Framework provides primary objectives to support the viability of the City's residential neighborhoods and commercial and industrial districts and to encourage sustainable growth in appropriate locations. The Land Use Chapter establishes land use categories which are broadly described by ranges of intensity/density, heights, and lists of typical uses. The designated land use categories are Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, Mixed-Use Boulevards, and Industrial Districts. These land use categories do not connote land use entitlements or affect existing zoning for properties in the City and are intended to serve as a guideline for the Community Plans.[61] The Project Site is located adjacent to and partially within a designated Regional Center that generally corresponds with Figueroa Street.[62] A Regional Center is defined as:

> *…a focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Generally different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.*

The Land Use Chapter also indicates that Martin Luther King, Jr. Boulevard adjacent to the Project Site is designated as a Mixed Use Boulevard.[63] Mixed Use Boulevards are described as connections between the City's neighborhood districts and community, regional, and Downtown centers. Mixed-use development is encouraged along these boulevards, with the scale, density and height of development compatible with the surrounding areas. Additionally, the Framework Element designates the Project Site as being located within a Pedestrian-Oriented District that generally corresponds with Figueroa Street.[64] Pedestrian-Oriented Districts are defined as "commercial and mixed-use

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[61] *As indicated in Chapter 1 of the General Plan Framework, the General Plan Framework neither overrides nor supersedes the Community Plans. It guides the City's long-range growth and development policy, establishing citywide standards, goals, policies and objectives for citywide elements and Community Plans. The General Plan Framework is flexible, suggesting a range of uses within its land use definitions. Precise determinations are made in the Community Plans.*

[62] *General Plan Framework, Figure 3-2, Long Range Land Use Diagram—South Los Angeles, http://planning.lacity.org/cwd/framwk/chapters/03/F32SLAMp.pdf, accessed August 14, 2015.*

[63] *Ibid.*

[64] *General Plan Framework, Figure 8-2, Citywide Pedestrian and Transit-Related Priorities, http://cityplanning.lacity.org/cwd/framwk/chapters/08/fig8-2.htm, accessed August 14, 2015.*

districts that promote pedestrian activity. Such districts can become community-oriented focal points that are differentiated from the prevailing pattern of development and reduce the use of the automobile."[65]

The Certified EIR did not include a detailed analysis of the Original Stadium Project's consistency with the General Plan Framework. Therefore, the following discussion focuses on the Modified Project's consistency with the various land use designations established for the Project Site and the vicinity in the General Plan Framework. As described above, each of these designations supports an overall vision of high-density, mixed-use, and pedestrian-oriented development in the Project Site vicinity, particularly along the Figueroa Street corridor. The Modified Project would implement the intent of the General Plan Framework Land Use Element by revitalizing the Project Site and providing enhanced landscape and community use options when compared to the existing Sports Arena facility. Specifically, the Modified Project would replace the underutilized Sports Arena with a modern, world-class sports complex with direct access from Figueroa Street; provide enhanced landscape and pedestrian circulation areas including pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas; and provide a mix of land uses that would support stadium operations, including year-round restaurant and retail uses, thereby enabling the creation of a state-of-the-art sports and entertainment complex that can serve as a major regional destination. Further, as discussed in Section IV.A, Aesthetics, on page 34 of this Addendum, the scale, mass, and height of the proposed stadium and Ancillary Uses would be compatible with surrounding uses within and adjacent to Exposition Park. Therefore, the Modified Project would be consistent with the intent of the General Plan Framework Land Use Element. Impacts would be less than significant and no mitigation measures are required.

The South Los Angeles Community Plan functions as the Land Use Element of the City's General Plan that is applicable to the Project Site. As discussed in the Certified EIR, the South Los Angeles Community Plan designates the Project Site and all of Exposition Park as Open Space (OS), and also identifies Exposition Park as a "major opportunity site." The OS designation permits parks, community centers and public serving facilities under the ownership or operation of a public agency. The Project Site is owned by the Sixth District Agricultural Association, a state agency. The Certified EIR determined that the Original Stadium Project would be consistent with the Open Space (OS) designation by providing a publicly oriented facility, and that it would be consistent with relevant policies set forth in the South Los Angeles Community Plan related to preserving recreational

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[65] *General Plan Framework, Chapter 3, Land Use.*

facilities and park space, and fostering public appreciation of historic resources in Exposition Park, specifically the Coliseum.

As compared to the Original Stadium Project, the Modified Project's stadium component would be similarly consistent with the South Los Angeles Community Plan. In addition, the Modified Project and its proposed Ancillary Uses would promote consistency with other South Los Angeles Community Plan policies. Specifically, the Modified Project's proposed museum would be consistent with the definition of Open Space in the Community Plan to provide for educational opportunities and cultural values. In addition, by developing a state-of-the-art sports and entertainment complex while preserving significant open space and public gathering areas, the Modified Project would be consistent with the definition of Open Space in the Community Plan to preserve and create community identity. The Modified Project's restaurant, retail, conference and office space uses, which are all ancillary facilities supporting the stadium, would also be consistent with the South Los Angeles Community Plan's principles for the "major opportunity site" of Exposition Park, which includes providing the opportunity for a variety of jobs and job training for community residents and allowing development that is reflective of community needs. By providing increased job opportunities within Exposition Park in uses that would operate seven-days a week, the Modified Project's Ancillary Uses would help address the community's need for increased local jobs, while providing a variety of jobs and job training for area residents. In addition, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and potentially including water features, public art, and seating areas. These features would further South Los Angeles Community Plan Objective 5-1 to develop new open space areas in Exposition Park. Additionally, as discussed in Section IV.E, Cultural Resources, on page 61 of this Addendum, impacts to historic resources, including the adjacent Coliseum, would be less than significant and would not change under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would remain consistent with the South Los Angeles Community Plan. Impacts would be less than significant and no mitigation measures are required.

As discussed in the Certified EIR, the Project Site and all of Exposition Park are located within the Exposition/University Park Redevelopment Plan. Specifically, the Project Site is located within the Redevelopment Plan's Exposition Sub Area. As explained in the Certified EIR, real property that is owned or controlled by the State of California or the Coliseum Commission, including the Project Site, is not subject to the requirements and

policies of the Redevelopment Plan.[66] Nevertheless, the Certified EIR analyzed the Original Stadium Project's consistency with the Redevelopment Plan and determined it would be consistent with the Project Site's Public Use designation because it would replace the underutilized Sports Arena with a modern, world-class sports complex that is consistent with the site's history and would result in the development of a public venue for public, private and civic use. Further, because it would foster economic growth along the Figueroa Corridor, the Certified EIR determined that the Original Stadium Project would be consistent with the goals identified in the Community Redevelopment Agency of the City of Los Angeles' Five Year Implementation Plan. Finally, the Certified EIR examined the applicable Redevelopment Plan goals to the Project Site, including goals related to the elimination of blight and to conserve, rehabilitate, and redevelop the Expanded Project Area and provide for well-planned community uses and facilities, and determined that the Original Stadium Project would be generally consistent with those goals.

Like the Original Stadium Project, the Modified Project is located on the Project Site owned by the Sixth District Agricultural Association (State of California) and controlled by the Coliseum Commission, and accordingly the Modified Project is not subject to the requirements of the Exposition/University Park Redevelopment Plan. Nevertheless, an analysis of Redevelopment Plan consistency is provided herein consistent with the Certified EIR analysis. The modifications proposed under the Modified Project would not change the Certified EIR's consistency analysis with the Redevelopment Plan. The Modified Project would continue to provide a world-class sports complex for public, private and civic use that is consistent with the Project Site's history. Further, the addition of the Modified Project's Ancillary Uses would provide for a more cohesive and successful development that is comparable to other recently-constructed MLS venues, and would further applicable goals related to fostering economic growth on the Figueroa Corridor, the elimination of blight, the redevelopment of the Project Area, and the provision of uses and facilities serving the community. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would be consistent with the Redevelopment Plan. Impacts would be less than significant and no mitigation measures are required.

As stated in the Certified EIR, the Project Site is zoned OS-1XL (Open Space, Extra Limited Height District 1) under the City's Planning and Zoning Code, as is the majority of

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[66] *Exposition Park was added to the Hoover Redevelopment Plan Area in 1983, and in 1984 the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) prepared a Master Plan for Exposition Park. However, the Master Plan was contested and was never formally adopted. In 1985, the CRA/LA and the State of California reached a settlement agreement that voided CRA/LA consultation, review, or control over State of California or Coliseum Commission properties within Exposition Park. (EPICC EIR, CRA/LA, 1999).*

Exposition Park. The Certified EIR determined that the Original Stadium Project would be consistent with allowable uses in the OS zone, which include park and recreation facilities and athletic fields. In addition, the Certified EIR determined that the Original Stadium Project would exceed the limitations of height district 1XL, and would need to seek discretionary relief from the Department of City Planning. The Certified EIR concluded that following the approval of discretionary land use entitlements from the City, the Original Stadium Project would be consistent with the applicable provisions of the Planning and Zoning Code, and no land use impact would occur.

In addition to the Project Site's zoning designation of OS-1XL, the Project Site is also located within the boundaries of the Coliseum District Specific Plan (Specific Plan). The Specific Plan provides additional land use regulations applicable to the site of the existing Sports Arena as well as the adjacent site of the Coliseum and immediately surrounding ancillary areas. As explained in Section 3.B of the Specific Plan, "[w]henever this Specific Plan contains provisions that establish regulations... which are different from, more restrictive or more permissive than what would be allowed pursuant to the provisions contained in the LAMC [Los Angeles Municipal Code], this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances." Therefore, the land use regulations of the Specific Plan supersede those of the LAMC, including those of the OS-1XL zone.

The Specific Plan currently permits a variety of uses in the Specific Plan area, including the operation of sports, entertainment and public gathering facilities, the sale of concessions and alcoholic beverages for consumption on-site, the sale of merchandise and other retail uses, offices, restaurants, bars, cafes and outdoor eating areas, and museums and parking facilities. The Modified Project proposes a Specific Plan Amendment, an entitlement request that was not included as part of the Original Stadium Project. The proposed Specific Plan amendment would slightly modify the boundaries of the Specific Plan to align the northern and eastern Project Site boundaries with the southern and western edges of the South Coliseum Drive and Figueroa Street rights-of-way, respectively, and would expressly allow development standards for the Modified Project (e.g., seating capacity, FAR, height, signage, parking and uses). Specifically, the proposed Specific Plan Amendment would expressly permit the development of an approximately 22,000 seat soccer stadium and approximately 119,000 gross square feet (approximately 105,900 square feet of floor area) of ancillary facilities as described in Section III, Project Description, on page 4. The total amount of development would not be permitted to exceed approximately 641,000 gross square feet. The maximum height of the stadium would not be permitted to exceed 115 feet above grade, and the maximum height of the associated ancillary facilities would be limited to approximately 75 feet above grade. In accordance with existing Specific Plan requirements, front, side, or rear yards or building setbacks would not be required.

The proposed Specific Plan amendment would also clarify the applicability of certain Specific Plan provisions to the Project Site. Although the Specific Plan area encompasses the Project Site, many of the purposes, definitions, permitted uses, design regulations, on-site alcohol regulations, and signage provisions currently stated in the Specific Plan either contemplate development at the adjacent Coliseum property, or do not clearly establish parameters for redevelopment of the Sports Arena. Further, the boundaries of various zones within the Specific Plan do not currently reflect the boundaries of the Coliseum property and the Project Site. The proposed Specific Plan Amendment would provide for the proposed development and operation of the Modified Project, as well as updated internal boundaries that appropriately distinguish between the Coliseum property and the Project Site, along with immediately surrounding areas and parking lots that serve both properties and Exposition Park.

Although the Modified Project is proposing an amendment to the Specific Plan to clarify certain provisions and to provide applicable development parameters for the Project Site, the Modified Project is compatible with the Specific Plan's generally permitted uses described above. Specifically, the Modified Project would include the operation of a sports, entertainment and public gathering facility; the sale of alcoholic beverages for consumption on-site; retail uses; offices; restaurants, bars, cafes and outdoor eating areas; a museum, exhibitions, cultural facilities; and other related uses. The Modified Project's application of these uses to the Project Site is generally consistent with the intent of the Specific Plan to provide for sports and cultural destination uses, along with ancillary facilities that support those uses within the Specific Plan area. Thus, with approval of the proposed Specific Plan Amendment, the Modified Project would be fully consistent with the Specific Plan, including all uses and facilities, development parameters, design regulations, and internal Specific Plan boundaries. Because the Specific Plan supersedes the LAMC, consistent with the conclusions in the Certified EIR for the Original Stadium Project, the Modified Project would also be consistent with the LAMC. Further, pursuant to Section 6 of the Specific Plan, the City Planning Director must review all projects for compliance with the Specific Plan before any demolition, grading, foundation, building, sign or use of land permit can be issued. As discussed above, the Applicant has requested this compliance review for the proposed Modified Project, which will further confirm that the Modified Project is consistent with the Specific Plan, as amended. Therefore, impacts would be less than significant and no mitigation measures are required.

The Original Stadium Project did not include a detailed signage program. However, the Certified EIR stated that in the absence of any specific programmatic goals for signage, signage under the Original Stadium Project would be developed in a manner that is consistent with and adheres to all of the applicable codes of the LAMC, the design guidelines of the South Los Angeles Community Plan, as it pertains to signage, and the rules and regulations set forth in the Specific Plan. Since the certification of the Certified

EIR, the City has modified its policy regarding signage and now authorizes signage through a Supplemental Use Sign District (SUD) rather than being authorized through a Specific Plan. Therefore, as discussed in Section III, Project Description, on page 4 of this Addendum, the Modified Project is also requesting approval of an SUD to allow for the types and amounts of signage that would be included in the proposed development. Consistent with the signage program allowed under the existing Specific Plan, the proposed SUD would encompass the Project Site as well as all of the Specific Plan area. As part of the proposed Specific Plan Amendment, the existing signage authorized in the Specific Plan, which includes some signage for the Project Site, the Coliseum, and surrounding areas, would be removed from the Specific Plan and relocated into the proposed SUD, along with modifications to permit the Modified Project's signage program. Signage rights previously allowed by the Specific Plan for the Coliseum and other areas in the Specific Plan area that are unrelated to the Modified Project's signage program would not change under the proposed SUD. These actions would be consistent with the City's current policy mechanisms for regulating signage and would not represent a significant land use consistency impact. With approval of the proposed SUD, the Modified Project would be consistent with applicable land use plans and regulations related to signage. Impacts would be less than significant and no mitigation measures are required. For an analysis of the potential aesthetic impacts of the proposed signage program, refer to Section IV.A, Aesthetics, of this Addendum.

Because the Modified Project's Ancillary Uses include up to 2,550 square feet of fast food restaurant floor area, analysis of the Modified Project's consistency with applicable City land use regulations concerning fast food restaurants is required. City of Los Angeles Ordinance No. 180103 imposes interim regulations on the issuance of all permits related to the establishment of new fast food restaurants on commercial or industrial zoned properties located on streets designated as Major Highway Class I, Major Highway Class II and Secondary Highway in the West Adams–Baldwin Hills–Leimert Community Plan area and portions of the South Los Angeles and Southeast Los Angeles Community Plan areas, including the Project Site. Ordinance No. 180103 only applies to stand-alone fast food restaurants. The fast food restaurant components of the Modified Project would be integrated with the stadium and other Ancillary Uses as part of a cohesive development, and would not include a stand-alone fast food establishment. Therefore, the Modified Project would not be inconsistent with Ordinance No. 180103. Impacts would be less than significant and no mitigation measures are required.

In addition, because the Modified Project would include on-site alcohol sales and service for a full line of alcoholic beverages, analysis of the Modified Project's consistency with applicable City land use regulations concerning alcohol sales is necessary. As discussed above, the Specific Plan currently allows for the sale and service of alcoholic beverages for on-site consumption on the Project Site and other areas in the Specific Plan,

subject to compliance with operational conditions set forth in the Specific Plan. Further, pursuant to Section 9 of the Specific Plan, each establishment selling alcoholic beverages in the Specific Plan area must obtain an Alcohol Use Approval from the Director determining their compliance with the Specific Plan. While the proposed Specific Plan Amendment would modify the existing zones established within the Specific Plan for alcohol consumption, it would not modify the Specific Plan's operational conditions for establishments selling alcoholic beverages. The Modified Project would comply with these requirements, and establishments selling alcoholic beverages would be required to obtain an Alcohol Use Approval from the Director as required by the Specific Plan. Because the Specific Plan supersedes other provisions of the LAMC, further analysis of other LAMC provisions related to alcohol sales and service is not required. In addition, City Ordinance No. 171681 prohibits off-site alcohol sales in the South Los Angeles area. However, the Modified Project's proposed sale and service of a full line of alcoholic beverages would be for on-site consumption only, which is permitted by the Specific Plan. Off-site alcohol sales would not be permitted. Therefore, the Modified Project would not be inconsistent with Ordinance No. 171681. Impacts would be less than significant and no mitigation measures are required.

As described above, the Certified EIR concluded that the Original Stadium Project would be consistent with the underlying General Plan and zoning designations, the Redevelopment Plan, the Master Plan, and applicable regional plans and regulations. Therefore the Certified EIR concluded that impacts to operational land use compatibility and consistency with the applicable land use plans and the zoning code would be less than significant and that no mitigation measures are required. Similarly, as described above, the Modified Project also would be consistent with all applicable land use plans and the zoning code with the approval of the proposed Specific Plan Amendment, the SUD, and the Alcohol Use Approval under the Specific Plan. Therefore, the Modified Project's potential impacts to operational land use compatibility and consistency with applicable land use plans and the zoning code would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use consistency, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Mitigation Measures

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to land use consistency. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included

in Appendix A of this Addendum, but has been revised as follows to be consistent with the Modified Project:

EIR Mitigation Measure F-1: The Los Angeles Memorial Coliseum Commission shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions~~ associated with implementation of either Option 1 or Option 2 including, but not limited to a height variance~~.

(b) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The analysis in the Certified EIR concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects are discussed in their respective sections of the Certified EIR, and mitigation measures are recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period. The potential environmental impacts from construction of the Modified Project are discussed in their respective sections of this Addendum, and it has been determined that the Modified Project would not result in new construction-related significant impacts or increase the severity of construction-related significant impacts that were previously evaluated and disclosed in the Certified EIR. From a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during operation would be less than significant under the Original Stadium Project (refer to Section IV.F, Land Use, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.F-13 of the Certified EIR. The

analysis in the Certified EIR concluded that demolition of the Sports Arena and construction of the Original Stadium Project would maintain the existing, general-purpose use of the Project Site as a venue for sporting and entertainment events, cultural events, and civic events. The Certified EIR further states that the Project Site would continue to function as an integral part of the Exposition Park Master Plan as a public entertainment and civic space. Consistent with the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The general use of the stadium would not change with the design modifications proposed under the Modified Project. The Modified Project would also provide additional Ancillary Uses to the proposed stadium analyzed in the Certified EIR, including conference facility and office space, a museum, and retail and restaurant uses. These types of land uses are consistent and compatible with other land uses within and around Exposition Park. For example, land uses within Exposition Park include museums and athletic facilities with associated office/administration, conference, retail, and restaurant spaces. Retail and restaurant uses are also located adjacent to the Project Site on the east side of Figueroa Street. Additional conference facility, office, retail, and restaurant uses are located within and adjacent to the USC main campus north of Exposition Park. Furthermore, similar to the Original Stadium Project, the Modified Project would not adversely alter the neighborhood or community through ongoing disruption, division, or isolation since the Project Site has historically been developed as a major sports, entertainment, and cultural venue since the late 1950s, a function that would be continued and expanded upon under the Modified Project. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.F, Land Use and Planning, of the Certified EIR), impacts with respect to land use compatibility during operation would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to land use compatibility, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

K. Mineral Resources

The Certified EIR for the Original Stadium Project concluded that no impacts to mineral resources would occur under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts to mineral resources could occur if a project were to result in the loss of availability of a mineral resource or a mineral resource recovery site. The eastern portion of the Project Site is located within a

Mineral Resource Zone (MRZ) designated by the State Geologist.[67] This area, designated as MRZ-2, corresponds with the current and ancestral Los Angeles River basin, which yields the potential for sand and gravel extraction but has been largely redeveloped with existing land uses.[68] Notwithstanding its location within an MRZ, no mineral extraction operations currently occur on the Project Site or within the Project vicinity. Additionally, the Project Site does not overlie any oil fields or contain any oil wells.[69] The stadium proposed to be developed under the Modified Project would be constructed within a portion of the footprint area currently occupied by the Sports Arena, although the subterranean excavation would need to be reconfigured to accommodate the proposed stadium foundation, resulting in a slightly larger footprint. In addition, surface grading would be required to install the building pads for the proposed Ancillary Uses. However, no mineral extraction operations have occurred or currently occur within the Project Site, or are proposed under the Modified Project. In addition, such operations would not be consistent with the existing and planned use of the Project Site within Exposition Park, which is a regional destination for sports, entertainment, cultural, social, and civic events in the urban core of Los Angeles. Thus, the Modified Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), no impacts with respect to mineral resources would occur under the Modified Project. No mitigation measures are required. Accordingly, the Modified Project would not result in any new significant impacts with respect to mineral resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

L. Noise

The following analysis of potential noise impacts is based on the analysis provided in Section IV.G, Noise, of the Certified EIR, and on the Noise Study prepared for the Modified Project by Acoustical Engineering Services (AES), dated August, 2015, which is included in Appendix O of this Addendum. The Noise Study evaluates the noise sources associated with the Modified Project and determines whether the Modified Project would result in new significant noise impacts not previously identified in the Certified EIR.

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[67] *California Division of Mines and Geology, Mineral Land Classification Map, Hollywood Quadrangle, June 1, 1982.*

[68] *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, State Clearinghouse No. 94071030, January 19, 1995, p. 2.17-4.*

[69] *Los Angeles Department of Public Works, Navigate LA, http://navigatela.lacity.org/navigatela/, accessed May 29, 2015.*

The Certified EIR for the Original Stadium Project concluded that impacts with respect to construction noise would be significant and unavoidable even with implementation of mitigation (refer to Section IV.G, Noise, of the Certified EIR). With regard to operational noise, the Certified EIR determined that noise associated with stadium events would be significant and unavoidable and that no feasible mitigation would reduce impacts below the applicable thresholds of significance, and that noise associated with traffic and parking lots would be less than significant.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR indicated that the Project would have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, the analysis in the Certified EIR used the Federal Railroad Administration's vibration impact threshold where an impact is considered significant if groundborne vibration from project construction activities exceeds 80 VdB at residences and buildings where people normally sleep.

Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, the Certified EIR also indicated that the Original Stadium Project would have a significant impact on noise levels from Original Stadium Project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level would be at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more was considered by the Certified EIR to cause a significant operational noise impact. The CNEL thresholds are generally used to evaluate noise impacts with respect to the off-site traffic noise, as the City of Los Angeles Noise Regulation (Chapter XI of the Los Angeles Municipal Code) does not apply to vehicles traveling on public roadways. In addition to the CNEL threshold, consistent with the City's Noise Regulation, the analysis of the Modified Project's potential

noise impacts uses an increase of 5 dBA measured in hourly L_{eq} as a threshold of significance to evaluate potential operational noise impacts at off-site sensitive receptors.

(a) Noise and Vibration Background

The Project Site is located in a highly urbanized environment. Primary noise sources in the vicinity include events at the Coliseum and the existing Sports Arena, traffic on the elevated Harbor Freeway (Interstate 110) located to the east of the Project Site, traffic on adjacent surface streets and the Exposition Light Metro Light Rail along Exposition Boulevard, which was planned but not yet operational at the time the Certified EIR was prepared. The passive recreational open spaces and outdoor play areas of the Exposition Park educational and museum facilities are also sources of noise in the vicinity of the Project Site.

To establish baseline noise conditions within the vicinity of the Project Site, existing daytime noise levels were documented in the Certified EIR by taking noise measurements at four locations during a non-event weekday. The monitoring locations are illustrated in Figure IV.G-1 on page IV.G-7 of the Certified EIR. The Project vicinity has not changed substantially since preparation of the Certified EIR. As such, the ambient noise levels in the immediate vicinity of the Project Site would be substantially similar to those recorded at the time of the Certified EIR was completed. Additional ambient noise measurements were conducted on May 28, 2015 for Receptor Location 3 (representing the land uses east of the Project Site across Figueroa Street), which confirmed that there are have been no substantial changes in the ambient noise levels identified in the Certified EIR (refer to the Noise Study in Appendix O of this Addendum). Therefore, the baseline ambient noise levels from the Certified EIR are used for the Modified Project noise analysis. Table 11 on page 122 provides the measured ambient noise levels at the receptor locations. As indicated therein, noise levels within the Project Site vicinity range from 57.9 dBA at the northern boundary of the Project Site (Receptor Location 2) to up to 76.3 dBA south of the Project Site along Martin Luther King, Jr. Boulevard (Receptor Location 4).

The noise-sensitive receptors within the vicinity of the Project Site include residential uses located east of Figueroa Street (which are accessed from S. Flower Drive), and residential uses located south of Martin Luther King, Jr. Boulevard between Figueroa Street and Menlo Avenue. Noise-sensitive uses in Exposition Park also include museums and the educational facilities. To provide a conservative analysis of construction noise impacts, the open space areas in Exposition Park west and north of the Sports Arena (Receptor Locations 1 and 2, respectively) were considered noise-sensitive uses. As the area within Exposition Park to the north of the Sports Arena (i.e., open space area within Christmas Tree Lane) currently includes outdoor events and gatherings, it is not considered sensitive to noise from the Modified Project's operational outdoor events and gatherings.

Table 11
Existing Ambient Noise Levels

Receptor Location[a]	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
1[a]	Near Southwest corner of Project Site (representing the Ralph M. Parsons Pre-School located within the Expo-Center)	60.4
2[b]	Northern-central boundary of Project Site (representing the open space area north of the Sports Arena)	57.9
3[c]	Residential uses east of Figueroa Street (which are accessed from S. Flower Drive), east of Project Site	67.4
4	Residential use on Martin Luther King, Jr. Boulevard (west of Figueroa Street), south of Project Site	76.3

[a] *The four receptor locations are the same as those set forth in the Certified EIR. Note that the Certified EIR inadvertently switched the order of Receptor Locations 1 and 2 in the construction noise analysis provided in Table IV.G-6 on page IV.G-12.*

[b] *Receptor Location 2 at the Northern-central boundary of the site is evaluated for the construction noise impact analysis only as this location is regularly used for events and gatherings and is thus, not a noise-sensitive receptor relative to outdoor events and gatherings within the Project Site.*

[c] *Tables IV.G-6 and IV.G-8 of the Certified EIR described the land uses represented by Receptor Location 3 as residential uses located on the east side of Figueroa Street because they are visible from Figueroa Street. However, these residential uses are located on S. Flower Drive (east of Figueroa Street).*

Source: Los Angeles Memorial Sports Arena Redevelopment Project, Draft Environmental Impact Report, November 2010.

With regard to existing groundborne vibration, the typical sources of groundborne vibration in the vicinity of the Project Site are roadway truck traffic and buses. These vehicles typically generate groundborne vibration velocity levels of approximately 63 vibration decibels (VdB), with levels reaching 72 VdB where the vehicles pass over bumps in the road.

(b) Construction Noise and Vibration Impacts

(i) On-Site Construction Activities

As set forth in the Certified EIR, construction of the Original Stadium Project would generate noise from the following construction-related activities and sources: demolition and site clearing, grading and site preparation; building construction; paving and asphalting; construction workers traveling to and from the Project Site; and delivery and hauling of construction supplies and debris to and from the Project Site. As set forth in the Certified EIR, under the Original Stadium Project, off-site construction noise levels would

range from 67.9 dBA L_{eq} near the southwest corner of the Project Site to 83.1 dBA L_{eq} at the northern boundary of the Project Site. When compared with the existing ambient noise environment, construction activities associated with the Original Stadium Project would result in a temporary or periodic increase in noise levels at the off-site noise sensitive receptor locations near the southwestern corner of the Project Site (Receptor Location 1) and near the northern boundary of the Project Site (Receptor Location 2). While Mitigation Measures MM G-1 through MM G-4 would reduce the impacts to the maximum extent feasible, such impacts would remain significant and unavoidable.

It is anticipated that the types of construction equipment that would be used for construction of the Modified Project would be similar to those used for the Original Stadium Project. A detailed construction noise model was created in the Noise Study included in Appendix O of this Addendum to calculate the construction-period noise levels at the off-site sensitive receptors, using the construction equipment reference noise levels provided by the Federal Highway Administration (FHWA).[70] The average (hourly L_{eq}) noise level associated with each construction phase is calculated based on the anticipated quantity and type of equipment that would be used during each construction phase. Table 12 on page 124 provides the estimated construction noise levels for various construction phases at the Project Site's off-site noise-sensitive receptors. To represent the maximum construction noise levels at the off-site sensitive receptors, all construction equipment was assumed by the Noise Study to operate simultaneously and was assumed to be located at the construction area nearest to the affected receptors. As indicated in Table 12, the estimated construction-related noise would exceed the significance threshold (existing ambient plus 5 dBA) at the noise-sensitive uses located near the southwest corner of the Project Site (Receptor Location 1) and at the northern boundary of the Project Site (Receptor Location 2), similar to the Original Stadium Project. Mitigation Measures G-1 through G-4 set forth in the Certified EIR would reduce these impacts to the maximum extent feasible. However, as with the Original Stadium Project, such impacts would continue to be significant and unavoidable.

(c) Off-Site Construction Noise

As set forth in the Certified EIR, the projected haul route that would be used by haul and delivery trucks for the Original Stadium Project was anticipated to be east/west bound on Martin Luther King, Jr. Boulevard to/from the Project Site utilizing the Interstate 110 (I-110) Freeway. In addition, a secondary haul truck route for the Modified Project may use Figueroa Street to Martin Luther King, Jr. Boulevard and then to the I-110 Freeway. The Certified EIR concluded that the noise levels generated by construction trucks would be

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[70] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 12
Estimated Project Construction Noise Levels

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels by Phases, dBA L_{eq}					Significance Threshold[a] dBA L_{eq}
		Abatement/ Soft Demolition	Structure Demolition	Grading	Building Construction	Site Finishes	
1—Near Southwest Corner of Project Site	400	60.0	69.0	70.6	67.6	66.1	65.4
2—Near Northern-central Boundary of Project Site	50	78.0	82.7	84.5	82.6	82.7	62.9
3—Residential uses East of Figueroa Street	250[b]	64.1	70.2	72.1	69.7	70.8	72.4
4—Residential uses on Martin Luther King, Jr. Boulevard	325[c]	61.8	69.8	71.8	68.3	75.4	81.3

[a] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

[b] *Construction activities for most of the construction phases would be a minimum 250 feet from Receptor Location 3. However construction for the site finishing phase would occur within approximately 215 feet from Receptor Location 3. This distance was accounted for in the data within this table.*

[c] *Construction for the site finishing phase would occur within approximately 115 feet from Receptor Location 4. This distance was accounted for in the data within this table.*

Source: AES, 2015.

substantially similar to the existing noise levels generated by other buses, trucks, and automobiles along the haul route and as such, determined that off-site construction noise impacts would be less than significant.

As discussed in detail in the Noise Study, to present a worst-case scenario for the Modified Project, the off-site construction noise analysis is based on the construction phase with the maximum number of construction trucks. Based on an 11-hour work day and even distribution of haul trucks, there would be approximately 36 haul truck trips and 35 worker trips (based on the A.M. peak hour). The estimated noise level from Project construction-related truck and worker traffic would be 67.6 dBA L_{eq} at the residential uses along Martin Luther King, Jr. Boulevard (between the Project Site and the I-110 freeway) and 60.7 dBA at the residential uses east of Figueroa Boulevard. These noise levels would be below existing ambient noise levels for both the projected haul route and the secondary haul route. Therefore, similar to the Original Stadium Project, noise impacts associated with off-site construction under the Modified Project would be less than significant. No mitigation measures are required.

(d) Construction Vibration

As set forth in the Certified EIR, vibration levels associated with construction of the Original Stadium Project could reach as high as approximately 87 VdB within 25 feet of the Project Site from the operation of construction equipment. The nearest sensitive uses would not experience construction related vibration levels above 78.1 VdB. Consequently, the vibration level that would be experienced by these uses would not exceed the Federal Transit Administration's (FTA) vibration impact thresholds, and construction vibration impacts would be considered less than significant.

The vibration analysis for the Modified Project provided in this Addendum conservatively used the closest distance to construction activity and the construction phase with the equipment mix that would result in the greatest potential vibration. Under the Modified Project, the closest receptor to construction activities would continue to be Receptor Location 2 north of the Project Site. Based on an approximate distance of 50 feet, the construction-related vibration level at this location would be approximately 78 VdB, similar to the Original Stadium Project. This vibration level is less than the FTA's vibration impact threshold. Therefore, ground-borne vibration impacts associated with Modified Project construction would also be less than significant, consistent with the analysis of the Original Stadium Project. No mitigation measures are required.

(e) Operational Noise

(i) Stadium Use

Operational noise sources contemplated and evaluated under the Certified EIR included crowd noise (particularly yells and cheers at high attendance events), a public address system (amplified public announcements and/or play-by-play announcements), amplified concert music, traffic-related noise, and helicopters and other aircraft covering the events. As set forth in the Certified EIR, the noise levels during soccer games and related sporting events would be substantially similar to the peak noise generating events currently occurring at the Coliseum. However, noise levels generated during concert and related events that would involve the use of amplified music and announcements would be increased compared to existing conditions and could have the potential to adversely impact neighboring uses to the east and south of the Project Site. Accordingly, the Certified EIR determined that concert noise would exceed ambient conditions by five decibels at adjacent residential adjacent areas during off-peak traffic times when ambient noise levels in surrounding communities are lower. Therefore, operational noise impacts from stadium events were determined to be significant. The Certified EIR concluded that no feasible mitigation has been identified to reduce the noise level below the applicable significance threshold, and therefore that impacts from stadium events would be significant and unavoidable.

Under the Modified Project, noise impacts associated with the stadium use including MLS soccer games, concerts, and community events would be similar to those analyzed in the Certified EIR for the Original Stadium Project. Thus, noise associated with the stadium use, including crowd noise including yelling and cheering at high attendance events and the public address system, would also exceed the ambient levels at the off-site sensitive uses by 5 dBA or more. Therefore, as with the Original Stadium Project, impacts associated with stadium operations under the Modified Project (i.e. related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would also be significant. No feasible mitigation measures have been identified to reduce the noise level below the applicable significance threshold, and therefore impacts would remain significant and unavoidable.

While not specifically discussed in the Certified EIR for the Original Stadium Project, during existing events held at the Sports Arena, crowds gather in the parking areas and outdoor spaces immediately surrounding the Sports Arena before or after an event when entering and exiting the stadium. The Modified Project's use of outdoor spaces is anticipated to be similar to the existing conditions on an event day. As part of the Noise Study, an analysis was conducted of use of the Modified Project's outdoor spaces including the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art), and the outdoor spaces along the northern and eastern side of the Project Site with people gathering and talking before or after an event. The Noise Study estimated that up to 22,000 people could gather within these outdoor spaces, which is the maximum capacity of the Modified Project stadium. As discussed in Section IIII.C, Modified Project Description, above, and pursuant to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, 22,000 represents a maximum number of people who could gather within the outdoor spaces at the Project Site on an event day. While a total of 22,000 people were analyzed, this represents a conservative worst-case analysis because all game/event patrons are not anticipated to utilize the outdoor spaces at once.

Reference noise levels of 75 dBA and 71 dBA (L_{eq} at a distance of 3.3 feet) for a male and a female speaking in a loud voice, respectively, were used for analyzing noise from the use of these outdoor areas surrounding the Modified Project.[71] In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. Table 3 of the

[71] *Handbook of Acoustical Measurements and Noise Control, Table 16.1, Cyril M. Harris, Third Edition, 1991.*

Noise Study presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors. As indicated in the Table 3 of the Noise Study, the estimated noise levels at the off-site sensitive uses would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces during an event day would be less than significant and no mitigation measures would be required.

Use of Project Site During Non-Event Days

The Modified Project includes approximately 105,900 square feet of Ancillary Use floor area, including office and conference facility space, a "World Football" museum, a team store and other retail space, and restaurants (including outdoor dining). Most of the Ancillary Uses would be centered around the stadium's main entry plaza at the northwest corner of the Project Site (Northwest Plaza), which would also contain outdoor seating and gathering space, and thus would be shielded from the off-site residential uses to the east and south of the Project Site. In addition, the Modified Project would provide a 40- to 70-foot setback along Figueroa Street to activate the pedestrian realm. This area would be developed as a broad, landscaped sidewalk to provide sufficient space for patrons to circulate and queue on event days, and to provide an inviting and safe pedestrian environment on non-event days. Additionally, up to 3,975 sf of retail and restaurant use floor area could be located along the stadium's Figueroa Street frontage.

Noise sources at the Northwest Plaza (e.g., the outdoor dining/seating areas), rooftop terraces (e.g., seating areas, gathering spaces, water features (such as a reflection pool or pool), and art) and the outdoor spaces along the northern and eastern side of the Project Site would include people gathering and talking and the use of an outdoor amplified sound system. Use of the outdoor areas could occur seven days a week with potential hours of operation until 2:00 A.M. For an event day an analysis was conducted of 22,000 people gathering in these outdoor spaces. To provide a conservative analysis, the analysis of a non-event day added the use of an outdoor amplified sound system to the analysis of people gathering in the outdoor spaces on an event day. Consistent with the event day analysis, it was estimated that up to 22,000 people could gather at the outdoor spaces, which is substantially higher than the number of people anticipated on the Project Site on non-event days. The same assumptions regarding reference noise levels and persons talking that were used in the event day outdoor gathering noise analysis above were used for the non-event day. In addition, in accordance with Project Design Feature L-1, the amplified program sound system would be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively. Table 13 on page 128 presents the estimated noise levels from simultaneous use of the outdoor spaces at the off-site sensitive receptors with the amplified program sound system described above. As indicated in Table 13, the

Table 13
Noise Levels from Outdoor Areas During Non-Event Day

Receptor Location[a]	Existing Ambient Noise Levels, dBA L_{eq}	Estimated Noise Levels from Outdoor Uses dBA L_{eq}	Ambient Plus Outdoor Uses Noise Levels, dBA L_{eq}	Significance Threshold,[b] dBA L_{eq}
1—Near Southwest Corner of Project Site	60.4	62.9	64.9	65.4
3—Residential Uses East of Figueroa Street	67.4	69.7	71.7	72.4
4—Residential uses South of Martin Luther King, Jr. Boulevard	76.3	63.8	76.5	81.3

[a] *Receptor Location 2 to the north of the Project Site is not a sensitive receptor relative to operations as this receptor currently includes outdoor events and gatherings.*

[b] *Significance threshold is equal to the measured ambient noise levels plus 5 dBA.*

Source: AES, 2015.

estimated noise levels at the off-site sensitive uses on non-event days would be below the significance threshold of 5 dBA L_{eq} above ambient noise levels. Thus, potential impacts associated with the use of the outdoor spaces on non-event days, along with an amplified program sound system complying with Project Design Feature L-1, would be less than significant and no mitigation measures would be required.

VIP Parking Lot

As set forth in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the existing Sports Arena. Combined with the Coliseum, the Project Site currently holds events ranging from 500 to 93,000 people in attendance. Events and attendance proposed at the new event/soccer stadium facility are within the purview of the existing operations of the Sports Arena and the Coliseum and would not result in an increase in the number of people (or motor vehicles) for individual events at the Sports Arena. Accordingly, parking related noise would not be increased as a result of the Original Stadium Project as compared to existing conditions. Thus, parking-related noise impacts under the Certified EIR were concluded to be less than significant.

Under the Modified Project, the existing VIP parking lot west of the stadium would be reconfigured and re-landscaped to provide a secure, VIP parking lot with up to approximately 250 parking spaces. The parking lot would be surrounded by a perimeter

fence and gates and accessed from South Coliseum Drive, similar to existing conditions. The proposed VIP parking lot would be similar to that set forth under the Original Stadium Project, and for the reasons described above and in the Certified EIR, would result in less than significant noise impacts. No mitigation measures are required.

Loading Dock Activities

While not specifically evaluated in the Certified EIR for the Original Stadium Project, noise associated with the loading dock activities would not increase the ambient noise levels at the off-site noise sensitive uses due to the sound attenuation provided by the relatively long distances and intervening structures between the sensitive off-site uses and the loading dock. As such impacts associated with use of the loading dock under the Original Stadium Project would be less than significant. The Modified Project could include both above-grade and below-grade loading docks, which would be located within the northwest portion of the Project Site along the southern and western perimeters of the Ancillary Uses, respectively. The nearest residences to the south and to the east would be at least approximately 615 feet and 900 feet, respectively, from the above-grade loading dock (which has the greater potential to generate noise that could be heard at nearby sensitive receptors). As stated in the Noise Study, noise levels would be approximately 65 dBA L_{eq} at a distance of 100 feet, based on measured noise levels from other loading dock facilities. Based on this reference noise level, distance attenuation, and intervening structures, loading dock noise levels at Receptor Location 4 (to the south) and Receptor Location 3 (to the east) would be approximately 39 dBA L_{eq} and 36 dBA, respectively, which would be well below the measured ambient noise levels. Furthermore, the above-grade loading dock would be shielded from the off-site sensitive receptors to the east (Receptor Location 3) by the new stadium structure and the off-site sensitive receptors to the south (Receptor Location 4) by part of the Ancillary Uses structure. Additionally, the majority of the loading activities would occur at the below-grade loading docks. Therefore, noise impacts associated with loading dock operations under the Modified Project would be less than significant and no mitigation measures would be required.

(e) Off-Site Traffic

As discussed above and in the Certified EIR, the Original Stadium Project would not increase the maximum size of the events currently held at the Project Site in the existing Sports Arena. Accordingly, the number of vehicles and vehicular-related noise would not be increased as a result of the Original Stadium Project. Thus, traffic noise impacts evaluated the Certified EIR were concluded to be less than significant.

As set forth in the Modified Project Transportation Report included as Appendix P-1 of this Addendum, similar to the Original Stadium Project, the Modified Project would not generate substantial additional traffic on an event day. Therefore, as with the Original

Stadium Project, noise impacts from off-site traffic on event days would be less than significant under the Modified Project.[72] However, the proposed Ancillary Uses do not currently exist on the Project Site and were not included as part of the Original Stadium Project. Therefore, noise impacts associated with the off-site traffic generated from the Ancillary Uses on a non-event day have been analyzed based on the traffic volumes provided in the Modified Project Transportation Report. As provided in the Modified Project Transportation Report, the Ancillary Uses are estimated to generate approximately 2,615 daily trips on a non-event day. As such, Modified Project-related traffic would increase the existing traffic volumes along the roadway segments in the vicinity of the Project Site when compared with "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum). This increase in roadway traffic was analyzed to determine if any traffic-related noise impacts would result from the Ancillary Uses.

Twenty (20) roadway segments were selected to evaluate potential traffic noise impacts. These segments were selected based on proximity to noise-sensitive uses along the roadway segments and potential increases in traffic volumes from the Modified Project. Traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) and traffic volume data from the Modified Project Transportation Report. The TNM traffic noise prediction model calculates the hourly L_{eq} noise levels based on specific information including the hourly traffic volume, vehicle type mix, vehicle speed, and lateral distance between the noise receptor and the roadway. To calculate the 24-hour CNEL levels, the hourly L_{eq} levels were calculated during daytime hours (7:00 A.M. to 7:00 P.M.), evening hours (7:00 P.M. to 10:00 P.M.), and nighttime hours (10:00 P.M. to 7:00 A.M.). To determine the Modified Project-related noise impacts, the roadway noise conditions under "Future (2018) Without Project" conditions set forth in the Modified Project Transportation Report (see Appendix P-1 of this Addendum) were calculated and compared to noise levels that would occur with implementation of "Future (2018) Plus Project" conditions set forth in the Modified Project Transportation Report.

Table 5 of the Noise Study provides the calculated off-site roadway noise levels in the vicinity of the Project Site for the Future (2018) Without Project and Future (2018) Plus Project conditions. The calculated CNEL levels are applicable to the front of the roadways and do not account for the presence of any physical sound barriers or intervening structures. As shown in Table 5, traffic from the Ancillary Uses would result in a maximum increase of up to 0.1 dBA (CNEL) at some of the roadway segments. The 0.1-dBA

[72] *As discussed in Section III.C, Modified Project Description, above, on event days the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event. Therefore, the traffic associated with an event day would be substantially similar to that of the Original Stadium Project.*

increase in traffic noise levels is considered negligible and would be well below the 3-dBA significance threshold (applicable when noise level falls within the normally unacceptable category; i.e., 70 CNEL or greater at noise-sensitive uses). Therefore, off-site traffic noise impacts associated with the Ancillary Uses would be less than significant. Thus, similar to the Original Stadium Project, noise impacts associated with off-site roadways under the Modified Project would be less than significant. No mitigation measures are required.

The Modified Project and related projects in the area would produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from Existing conditions to Future Plus Project conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, related projects, and the Modified Project. The calculated traffic noise levels under Existing and Future Plus Project conditions are presented in Table 6 of the Noise Study. As shown therein, cumulative traffic volumes would result in a maximum increase of 0.6 dBA CNEL along Figueroa Street (north of Exposition Avenue). The estimated cumulative noise increase would be below the 3-dBA significance threshold. Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Modified Project, future growth, and related projects would be less than significant. No mitigation measures are required.

(f) Conclusion

In summary, consistent with the conclusion in the Certified EIR for the Original Stadium Project (refer to IV.G, Noise, of the Certified EIR), impacts with respect to construction noise and operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project. In addition, as set forth above, impacts associated with the outdoor uses on a non-event day, including use of the Northwest Plaza and the Figueroa Street frontage, and traffic and parking noise would be less than significant under the Modified Project. Therefore, the Modified Project would not result in any new significant impacts with respect to noise, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(g) Mitigation Measures

The Certified EIR included code required measures and mitigation measures to mitigate the Original Stadium Project's noise impacts to the extent feasible. These code required measures and mitigation measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), with the revisions indicated below to reflect

the design characteristics of the Modified Project. It should be noted that the exterior construction hour restrictions established for the Original Stadium Project by code required measure CR G-2 in the Certified EIR, which would also apply to the Modified Project, are more restrictive than the construction hour noise regulations currently set forth in Section 41.40 of the LAMC, which prohibit construction activities before 7:00 A.M. and after 9:00 P.M. Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or on a national holiday, and at any time on Sunday.

(i) Code Required Measures

CR G-1: The Applicant shall comply with the ~~City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances~~ LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited ~~be restricted~~ to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

(ii) Project Design Features

PDF L-1: During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively.

(iii) Project-Specific Mitigation Measures

MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.

- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.
- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

MM G-2: The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.

MM G-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.

MM G-4: The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.

M. Population, Housing, and Employment

The Certified EIR for the Original Stadium Project concluded that impacts with respect to population, housing, and employment would be less than significant under the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR). Significant impacts with respect to population, housing, and employment could occur if a project were to displace existing housing or residents, or induce substantial population growth (either directly or indirectly). As stated in the Certified EIR, there are no residential uses on the Project Site, and the Original Stadium Project did not propose residential uses. Therefore, the Original Stadium Project would not have displaced existing housing or provided additional housing capacity. Similarly, the Modified Project would neither displace residential uses, nor provide additional housing capacity. Rather, the Modified Project involves the development of the Original Stadium Project with certain modifications that include additional Ancillary Uses that are all commercial land uses that would complement the proposed stadium.

As described in the Certified EIR, construction of the Original Stadium Project would result in an increase in employment opportunities and related demand for housing. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, due to the temporary nature of construction employment opportunities, the Certified EIR stated that it is unlikely that construction workers would relocate their households as a consequence of construction employment associated with the Original Stadium Project; therefore, no new permanent residents would be generated as result of the construction of the Original Stadium Project. This conclusion would not change under the Modified Project. While the Modified Project proposes the construction of up to approximately 105,900 square feet of floor area for the Ancillary Uses in addition to the proposed stadium, the amount of additional construction work involved would not require substantial numbers of additional construction workers. In total, approximately 1,200 construction workers are projected for construction of the Modified Project.[73] In May 2015, there were approximately 119,600

[73] *Based on information provided by the Project Applicant.*

workers employed in the construction industry in Los Angeles County.[74] Therefore, the Modified Project's projected construction workforce could be accommodated by the existing regional supply of construction workers.

With respect to employees generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in employment levels at the Project Site because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site. Therefore, the Certified EIR concluded that any additional employment opportunities created by the Original Stadium Project would not result in a significant indirect impact on housing supply or demand in the Project area. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, employment impacts with respect to the stadium operations of the Modified Project would not change. However, additional employees beyond those anticipated in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Specifically, as shown in Table 14 on page 136, conservatively assuming that all employees associated with the Ancillary Uses would be new to the Project Site and the Project vicinity, the Modified Project's 105,900 square feet of Ancillary Uses would generate as many as 282 employees on-site, based on employee generation rates for non-residential land uses promulgated by the Los Angeles Unified School District (LAUSD).[75]

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG's 2012–2035 RTP/SCS provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012–2035 RTP/SCS reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion. According to the 2012–2035 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2015 is approximately 1,809,341 employees. In 2018, the projected build-out year of the Modified Project, the City of Los Angeles Subregion is anticipated to have approximately

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[74] *State of California, Employment Development Department, Employment By Industry Data, Los Angeles County (Los Angeles-Long Beach-Glendale MD), May 2015, www.calmis.ca.gov/file/lfmonth/la$pds.pdf, accessed June 30, 2015.*

[75] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11.*

Table 14
Additional Employees Potentially Generated by the Modified Project

Land Use	Size (sf)	Employee Generation Factor (employees/sf)	Employees Generated
Conference Facilities	9,000	0.00271	24
Office	21,250	0.00479	102
Museum	36,000	0.00135	49
Team Store and Other Retail	27,750	0.00271	75
Restaurant	11,900	0.00271	32
Total			**282**

sf = square feet

Source: Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Conservatively based on employee generation rates for "Neighborhood Shopping Center" uses (0.00271 employees per average square foot),"Standard Commercial Office" uses (0.00479 employees per average square foot), and "Industrial Park" uses (0.00135 employees per average square foot).

1,840,552 employees.[76] Thus, the 282 estimated on-site employees for the Modified Project's Ancillary Uses would constitute approximately 0.9 percent of the employment growth forecasted for the Subregion between 2015 and 2018. In July 2015, the unadjusted unemployment rate for the County of Los Angeles was 7.5 percent.[77] The California seasonally adjusted unemployment rate was 6.2 percent in July 2015, 6.3 percent in June 2015, and 7.4 percent in July 2014. Thus, the additional part-time and full-time jobs created by the Modified Project would be considered a beneficial economic impact for the region, and the, additional employees generated by the Modified Project would fall within SCAG's employment projections for the Subregion. Furthermore, the estimated number of new employees would not be anticipated to induce substantial indirect population or housing growth in the Project area, as it is anticipated that the majority of Modified Project employees would come from the existing local labor pool and would not relocate as a result of working at the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section V, General Impact Categories, of the Certified EIR), impacts with respect to population, housing, and employment would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to population, housing, and employment,

[76] *Based on a linear interpolation of 2015–2020 data.*

[77] *State of California, Employment Development Department, Labor Market Information Division, August 21, 2015.*

and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

N. Public Services

(a) Fire Protection

Potential impacts to fire protection services during construction were not assessed in detail in the Certified EIR. Significant impacts to fire protection services could occur if construction of a project were to require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Construction activities have the potential to result in accidental on-site fires from such sources as the operation of mechanical equipment and the use of flammable construction materials. However, in compliance with Occupational Safety and Health Administration (OSHA) and Fire and Building Code requirements, Modified Project construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site during Modified Project construction. Furthermore, construction of the Modified Project would occur in compliance with all applicable federal, State, and local requirements concerning the handling, disposal, use, storage, and management of hazardous waste. Thus, compliance with applicable regulatory requirements would effectively reduce the potential for construction activities under the Modified Project to expose people to the risk of fire or explosion related to hazardous materials. With the implementation of these regulatory requirements, the Modified Project's potential impacts with respect to fire services during construction would be less than significant. No mitigation measures are required.

The Certified EIR for the Original Stadium Project concluded that potential operational impacts related to fire protection service would be mitigated to a less-than-significant level under the Original Stadium Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.H-4 of the Certified EIR. As discussed in the Certified EIR, the Los Angeles Fire Department (LAFD) provides fire protection services to the Project Site. The LAFD focuses on the following metrics in assessing a project's potential demands on fire protection and emergency medical services: current equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Each of these topics is addressed below in the context of both the Original Stadium Project and the Modified Project to determine whether substantial changes have occurred since preparation of the Certified EIR.

As stated in the Certified EIR, three fire stations provide initial response to the Project Site, including Fire Station No. 46, located at 4370 S. Hoover Street, approximately 0.8 mile from the Project Site; Fire Station No. 15, located at 915 W. Jefferson Boulevard, approximately 0.9 mile from the Project Site; and Fire Station No. 14, located at 3401 S. Central Avenue, approximately 1.6 miles from the Project Site. These three stations continue to serve the Project Site and would be the first response stations under the Modified Project. At the time the Certified EIR was prepared, Fire Station No. 46 was equipped with an engine and two rescue ambulances. Fire Station No. 15 was equipped with an engine, an assessment light force,[78] and a paramedic ambulance. Fire Station No. 14 was equipped with a task force station,[79] engine and truck companies, and paramedic ambulances. Based on current data from the LAFD,[80] the equipment inventory at Fire Station No. 46 has been augmented to include a basic life support (BLS) rescue ambulance and an EMS battalion captain (in addition to the equipment listed above); the equipment inventory at Fire Station No. 15 has not changed; and the equipment inventory at Fire Station No. 14 has been restructured to include a paramedic rescue ambulance, a BLS rescue ambulance, and an assessment engine. Therefore, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR.

Fire protection service to the Project Site was considered to be adequate at the time the Certified EIR was prepared, based on a comparison of existing service levels to Citywide response standards. Based on the most recent data available from the LAFD,[81] the average response time for emergency medical services (EMS) was 4 minutes and 4 seconds for Fire Station No. 46, 3 minutes and 35 seconds for Fire Station No. 15, and 3 minutes and 8 seconds for Fire Station No. 14. The Citywide average response time for EMS is 4 minutes and 9 seconds;[82] therefore, each station that serves the Project Site is currently achieving a response time that is less than the Citywide average, indicating that these stations continue to provide adequate service to the Project Site area. Furthermore, the response time for each station currently meets the national standard (i.e., nine minutes

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[78] *A "light force" includes a truck company with a single engine. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[79] *A "task force" includes a truck company with two engines. See: Los Angeles Fire Department, Apparatus, http://lafd.org/about/apparatus, accessed June 17, 2015.*

[80] *Los Angeles Fire Department, Fire Station Directory, March 2014.*

[81] *Los Angeles Fire Department, FireStat LA, Fire Station Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_Stations.pdf, accessed June 2, 2015.*

[82] *Los Angeles Fire Department, FireStat LA, City-wide Response Metrics, http://lafd.org/sites/default/files/pdf_files/05-12-2015_CityWide.pdf, accessed June 5, 2015.*

for urban areas).[83] It should also be noted that since preparation of the Certified EIR, the LAFD has been reorganized into four geographic bureaus in an effort to reduce response times and improve performance.[84]

Fire flow requirements, as determined by the LAFD, vary by site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in Section 57.507.3.1 of the LAMC, fire flow requirements vary from 2,000 gallons per minute (gpm) in low density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) to remain in the water system. As stated in the Certified EIR, the LAFD-required fire flow for the Original Stadium Project is 6,000 gallons per minute (gpm) from four fire hydrants flowing simultaneously, which corresponds with the LAMC-required fire flow for industrial and commercial land uses. Based on information in the Certified EIR, a fire hydrant is located directly north of the Sports Arena on the west side of Figueroa Street and is connected to a 16-inch water main. In addition, two fire hydrants are located at the intersection of Martin Luther King, Jr. Boulevard and Figueroa Street, one on the southeast corner (connected to a 12-inch water main) and one on the southwest corner (connected to an 8-inch water main). The Certified EIR determined that, based on infrastructure present at the time, improvements to water system in the area could be necessary to meet the fire flow requirement of 6,000 gpm, and such improvements would be the responsibility of the developer. The Modified Project proposes the construction of a 22,000-seat MLS stadium, similar to the Original Stadium Project, in addition to approximately 105,900 square feet of commercial facility floor area (i.e., the Ancillary Uses). Thus, like the Original Stadium Project, the Modified Project would include exclusively commercial land uses. Based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. The Modified Project would also implement Mitigation Measures H.1-2 through H.1-3 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR) which include requirements for the

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[83] *National Fire Protection Association (NFPA), NFPA 1720, www.nfpa.org/codes-and-standards/standards-development-process/safer-act-grant/nfpa-1720, accessed June 5, 2015.*

[84] *Los Angeles Fire Department, LAFD Implements New Bureau Command Structure, January 12, 2015, http://lafd.org/news/lafd-implements-new-bureau-command-structure, accessed June 12, 2015.*

provision of fire hydrants (see the MMP for the Modified Project included in Appendix A of this Addendum).

As discussed in the Certified EIR, emergency access to the Project Site is currently provided via public roadways located directly adjacent to the Project Site, including primary access from Martin Luther King, Jr. Boulevard to the south and Figueroa Street to the east. The Modified Project does not propose reconfiguration of any existing roadways within Exposition Park or in the surrounding area, and therefore emergency access to the Project Site would remain the same for the Modified Project. Additionally, the Modified Project would implement Mitigation Measures H.1-4 through H.1-11 in the Certified EIR to ensure that adequate access is provided to the Project Site (see the MMP for the Modified Project included in Appendix A of this Addendum). As stated in the Certified EIR, the three fire stations serving the Project Site have established response plans for the Sports Arena, and it is anticipated that these response plans would be carried over to the Modified Project along with any needed modifications. Pursuant to Section 57.507.3.3 of the LAMC, commercial and industrial land uses with a required fire flow of 6,000 to 9,000 gpm should be within one mile of an engine company and 1.5 mile of a truck company. If these response distances are exceeded, automatic sprinkler systems are required. Based on the information above, fire and emergency medical services for the Modified Project are available within acceptable response distances. Additionally, as stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Furthermore, as discussed below, the Modified Project would implement Mitigation Measure H.1-1 in the Certified EIR, which requires the installation of sprinkler systems (see the MMP for the Modified Project included in Appendix A of this Addendum).

As previously discussed, a project's potential demands on fire protection and emergency medical services are assessed based on current LAFD equipment and staffing levels, emergency response times, fire flow requirements, and emergency access. Based on the analysis above, current equipment levels at the fire stations serving the Project Site are commensurate with the levels that were assessed in the Certified EIR. Each station is currently achieving a response time that is less than the Citywide average and in compliance with the national standard for urban areas. Like the Original Stadium Project, the fire flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for implementing any required improvements to the water system. Additionally, there would be no appreciable change to emergency access under the Modified Project. Furthermore, the Modified Project would be reviewed by the LAFD to ensure that it complies with applicable regulatory requirements related to fire protection and emergency medical services, including those contained within the LAMC, which

incorporates by reference California Building Code and Fire Code building construction standards as well as policies within the City of Los Angeles General Plan Safety Element. As stated above, based on its preliminary review of the Modified Project, the LAFD has not identified any substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Finally, the Modified Project would continue to implement Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (with revisions proposed below to reflect amendments to the City's Fire Code that have occurred since the Certified EIR), which have been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.1, Public Services—Fire Services, of the Certified EIR), operational impacts with respect to fire protection services would be less than significant under the Modified Project with implementation of Mitigation Measures H.1-1 through H.1-12 in the Certified EIR (as revised below), and no additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to fire services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to fire protection and emergency medical services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect amendments that were made to the City of Los Angeles Fire Code (Chapter V, Article 7 of the LAMC) after preparation of the Certified EIR pursuant to Ordinance No. 182,822 (effective January 10, 2014):

EIR Mitigation Measure MM H.1-1: Sprinkler systems ~~will~~ shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903~~09.07~~).

EIR Mitigation Measure MM H.1-2: All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2~~09.06, Subsection B-1~~).

EIR Mitigation Measure MM H.1-3: The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.

EIR Mitigation Measure MM H.1-4: Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4~~09.03, Subsection A~~).

EIR Mitigation Measure MM H.1-5: If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4~~09.03, Subsection B.~~)

EIR Mitigation Measure MM H.1-6: When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5~~09.03, Subsection C~~).

EIR Mitigation Measure MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.

EIR Mitigation Measure MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.

EIR Mitigation Measure MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.

EIR Mitigation Measure MM H.1-10: All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2~~09.05~~).

EIR Mitigation Measure MM H.1-11: Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

(b) Police Protection

The Certified EIR for the Original Stadium Project concluded that under the Original Stadium Project, potential impacts related to police protection service would be mitigated to a less-than-significant level with implementation of Mitigation Measures H.2-1 through H.2-3 in the Certified EIR (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR). The thresholds on which this analysis was based are stated on

pages IV.H-9–IV.H-10 of the Certified EIR. As discussed in the Certified EIR, the Project Site is served by the Los Angeles Police Department's (LAPD) Southwest Area Police Station located at 1546 W. Martin Luther King, Jr. Boulevard, approximately 1.2 miles west of the Project Site. At the time the Certified EIR was prepared, staff at the Southwest Area Police Station included 347 sworn officers and 26 civilian support staff that served a population of 191,041 (or approximately one officer per 551 residents). The staff at this police station currently consists of 352 sworn personnel and 32 civilian personnel serving a population of approximately 165,000 (or approximately one officer per 469 residents).[85] Thus, the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved since the preparation of the Certified EIR. Additionally, at the time the Certified EIR was prepared, the Southwest Area Police Station responded to 2,462 violent crimes and 6,038 property crimes annually. Based on current data from the LAPD, in 2014, the Southwest Area Police Station responded to 690 violent crimes and 2,128 property crimes.[86] Thus, crime levels in the Southwest Area Police Station service area have also decreased since the preparation of the Certified EIR.

As described in the Certified EIR, on-site construction activities could result in an increased demand for police protection services due to the potential for theft and vandalism at the Project Site. Thus, the Certified EIR includes Mitigation Measure H.2-1, which requires temporary fencing to properly secure the construction site. Given the similarity in construction duration and activities to the Original Stadium Project analyzed in the Certified EIR, the Modified Project would result in a similar demand for police protection services during construction. The Modified Project would also continue to implement Mitigation Measure H.2-1 as set forth in the Certified EIR, which has been incorporated into the MMP included in Appendix A of this Addendum. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during construction would be less than significant under the Modified Project with implementation of Mitigation Measure H.2-1 in the Certified EIR. No additional mitigation measures are required.

Like the Original Stadium Project, the Modified Project would introduce crowds of up to 22,000 people during an event day, which could increase the number of calls requesting police responses due to burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. Under the Modified Project, maximum attendance on event days

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[85] *Los Angeles Police Department, About Southwest, www.lapdonline.org/southwest_community_police_station/content_basic_view/1639, accessed June 18, 2015.*

[86] *COMPSTAT, Southwest Area Profile, 05/10/15-06/06/15, http://assets.lapdonline.org/assets/pdf/sowprof.pdf, accessed June 18, 2015.*

would be the same as under the Original Stadium Project analyzed in the Certified EIR, since the Modified Project's proposed Ancillary Uses would only be open to ticket-holding patrons (refer to Project Design Feature O-4 in Section IV.O, Traffic/Transportation/ Parking, on page 169 of this Addendum). Thus, the anticipated demand for police protection services on event days would be substantially similar to that of the Original Stadium Project. While the Modified Project would result in a greater demand for police protection services on non-event days due to the operation of the Ancillary Uses, this demand would be far less than the demand on event days, and therefore within the service capabilities of the LAPD. Furthermore, the Modified Project would continue to implement Mitigation Measures H.2-2 to H.2-3 from the Certified EIR (as revised below to reflect the Modified Project's design characteristics) to further reduce impacts related to police services and ensure that impacts would remain less than significant both on event days and on non-event days (see the MMP for the Modified Project included in Appendix A of this Addendum). Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.H.2, Public Services—Police Protection, of the Certified EIR), impacts with respect to police protection services during operation would be less than significant under the Modified Project with implementation of Mitigation Measures H.2-2 and H.2-3 in the Certified EIR (as revised below). No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to police protection services, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Mitigation Measures

The following mitigation measures were included in the Certified EIR to address the Original Stadium Project's potential impacts with respect to police protection services. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure H.2-1: The ~~Project~~ Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

EIR Mitigation Measure H.2-2: Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity.

EIR Mitigation Measure H.2-3: The ~~Project~~ Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security

services and features to be provided in conjunction with the ~~Approved~~ Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force ~~for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services~~ that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and ~~alleys~~ walkways, parking ~~garages~~ lots, and stairwells.

ii. ~~The parking garage~~ The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security shall incorporate low level and directional lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

(c) Schools

Potential impacts to schools were not assessed in detail in the Certified EIR. Significant impacts to schools could occur if a project were to generate an amount of students that would exceed the capacity of the schools that serve the Project Site, thereby requiring the construction of new facilities, and/or modifications to the existing operational characteristics of the schools that serve the Project Site. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate new students that may attend LAUSD schools. However, the potential for actual student generation is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. Moreover, any increase in LAUSD enrollment that may occur under the Modified Project would be dispersed across many LAUSD schools, as school attendance is primarily a function of an employee's location of residence rather than

his or her place of work, and Modified Project employees are anticipated to live in many different areas within LAUSD's jurisdiction.

The Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction. The LAUSD collects school developer fees at a rate of $0.47 per square foot of commercial construction, $1.57 per square foot of office construction, $1.31 per square foot of retail construction, and $0.09 per square foot of parking structure construction.[87] Payment of these fees is required prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to a less-than-significant level. As the payment of these fees is mandatory, through compliance with this regulatory requirement the Modified Project's potential impacts with regard to school facilities would be less than significant. No mitigation measures are required. Therefore, the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

With regard to potential impacts on schools during construction, as discussed in Section IV.C, Air Quality, on page 49 of this Addendum, impacts with respect to localized air quality during construction would be less than significant under the Modified Project, consistent the conclusions of the Certified EIR's analysis for the Original Stadium Project. As discussed in Section IV.L, Noise, on page 119 of this Addendum, the Certified EIR determined that the Original Stadium Project would result in significant construction-related noise impacts at Receptor Location 1, which is near the southwest corner of the Project Site and represents the Ralph M. Parsons Pre-School located within the Expo-Center. This impact would remain significant and unavoidable under the Modified Project, but would not substantially increase compared to levels analyzed in the Certified EIR. As discussed in Section IV.O, Traffic/Transportation/Parking, on page 149 of this Addendum, potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. Nonetheless, the analysis in Section IV.O, Traffic/Transportation/Parking, determined that construction-related traffic impacts under the Modified Project would be less than significant. Furthermore, the Modified Project would continue to implement EIR Mitigation Measure MM G-1 requiring the preparation and implementation of a Construction Management Plan, subject to LADOT approval, which would establish proposed haul routes and staging areas for the transportation of materials and equipment with consideration for sensitive uses in the neighborhood, including schools. Therefore,

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[87] *City of Los Angeles Department of Building and Safety, Building Permit Fee Estimate, http://netinfo.ladbs.org/feecalc.nsf/cef2203faf5fd7df8825779900644031?OpenForm, accessed June 17, 2015.*

construction of the Modified Project would not result in any new significant impacts with respect to schools, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(d) Parks and Recreation

Potential impacts to parks and recreational facilities were not assessed in detail in the Certified EIR. Significant impacts to parks and recreational facilities could occur if a project were to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Parks within the City's boundaries are operated and maintained by the Los Angeles City Recreation and Parks Department. During construction of the Modified Project, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. There is potential for construction workers to spend their lunch breaks at the parks and recreational facilities located in proximity to the Project Site, particularly the open space areas within Exposition Park. However, any such use would be temporary and nominal and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. Therefore, the Modified Project's potential impacts with respect to parks and recreational facilities would be less than significant during construction. No mitigation measures are required.

Since no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site during Modified Project operations. Thus, implementation of the Modified Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. The standards and goals imposed by the City's Public Recreation Plan with respect to parks and recreation relate specifically to residential users. While the Modified Project would not generate residents at the Project Site, the additional employment generated by the Modified Project would have the potential to generate an increased demand for parks and recreation facilities, particularly the open space areas within Exposition Park adjacent to the Project Site, including recreational facilities within the Expo Center. However, this potential is anticipated to be limited because, as discussed above in Section IV.M, Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks in Exposition Park or at other nearby facilities, any such use would be for limited periods and would not be anticipated to create an increased demand for parks and recreational facilities that could result in the need for new or physically altered facilities. The uses proposed under the Modified Project could result in increased usage of Exposition Park due to the patrons that would be drawn to the Project Site as compared to existing conditions, particularly since the Ancillary Uses would

be open on non-event days. However, it is anticipated that any potential increase in demand would be offset by the open space amenities that would be included as part of the Modified Project. Specifically, as compared the Original Stadium Project, the Modified Project would provide enhanced pedestrian improvements and open space areas, including approximately 143,000 square feet of improved public open space around the Project Site that would include pedestrian walkways and plazas featuring a mix of hardscape and landscaped areas and could potentially include water features, public art, and seating areas. Therefore, operation of the Modified Project would not result in a substantial adverse impact to parks and recreational facilities, and impacts would be less than significant. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to parks and recreational facilities, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(e) Other Public Facilities

Potential impacts to other public facilities (i.e., libraries) were not assessed in detail in the Certified EIR. Significant impacts to libraries could occur if a project were to create an increased demand for library facilities that could result in the need for new or physically altered facilities. Library services within the Project area are provided by the Los Angeles Public Library (LAPL). The LAPL assesses service capacity based on the residential population within a specified distance of City libraries. The closest library to the Project Site is the Exposition Park–Dr. Mary McLeod Bethune Regional Library located at 3900 S. Western Avenue, approximately 1.5 miles from the Project Site. The residential population of a library's service area is the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth. Because no residential uses would be developed as part of the Modified Project, no new residents would be generated on-site. Thus, implementation of the Modified Project would not result in a direct increase in the number of residents within the service population of the Exposition Park–Dr. Mary McLeod Bethune Regional Library. As such, the Modified Project would not exceed the capacity of the local libraries to adequately serve the existing residential service population based on target service populations. In addition, it is unlikely that construction workers would utilize the libraries that serve the Project Site on their way to/from work or during their lunch hours. Rather, construction workers would likely utilize library facilities near their places of residence because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. While new employment at the Project Site would have the potential to generate an indirect demand for library services, this potential demand is anticipated to be limited because, as discussed above in Section IV.M,

Population, Housing, and Employment, on page 134, it is anticipated that the majority of Modified Project employees would come from the existing labor pool and would not relocate as a result of working at the Project Site. While employees could spend their lunch breaks at nearby libraries or visit them after work, any such use would be for limited periods and would not be anticipated to create an increased demand for libraries that could result in the need for new or physically altered facilities. Furthermore, due to the periodic, largely event-driven nature of the uses proposed on-site, and the distance to the nearest library, it is unlikely that the demand for LAPL facilities would increase as a result of visitors and patrons generated by the Modified Project. Therefore, the Modified Project would not result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered LAPL facilities, and impacts would be less than significant. No mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect to other public facilities (i.e., libraries), and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

O. Traffic/Transportation/Parking

The following analysis of the Modified Project's potential impacts associated with traffic, transportation, and parking is based on the Draft Technical Memorandum, dated October 2010, to the Los Angeles Department of Transportation (LADOT) from Fehr & Peers Transportation Consultants, of the Proposed Redevelopment of the Los Angeles Memorial Sports Arena (see Appendix F to the Certified EIR); the Traffic, Transportation and Parking analysis provided in Section IV.J of the Certified EIR; the Los Angeles Football Club Stadium Project Draft Transportation Analysis Report (Modified Project Transportation Report) prepared by Fehr & Peers Transportation Consultants, dated August 2015; and the Parking Analysis for the Los Angeles Football Club Stadium Project (Modified Project Parking Analysis) prepared by Fehr & Peers Transportation Consultants, dated August 2015. The Modified Project Transportation Report is included in Appendix P-1 of this Addendum. LADOT reviewed and approved the Modified Project Transportation Report on August 10, 2015. A copy of LADOT's Assessment Letter is included as in Appendix P-2 of this Addendum. The Modified Project Parking Analysis is included in Appendix Q of this Addendum.

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. LADOT generally considers construction-related traffic to cause adverse but less than significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible. Additionally, in the context of Appendix G of the CEQA Guidelines, the *L.A.*

CEQA Thresholds Guide includes specific factors to be considered with regard to impacts associated with transportation, including construction-related traffic.[88] Based on these factors, for the purposes of this analysis, construction of the Modified Project would have a significant impact on traffic and circulation if construction activities were to: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met.

(i) Proposed Construction Activities and Schedule

As discussed in Section III, Project Description, on page 4, construction of the Modified Project is expected to take a total of approximately 20.5 months to complete. Construction is anticipated to involve five key phases:

1. Abatement & Soft Demolition—Approximately 10 weeks, 48 truckloads per workday, 80 workers.
2. Structure Demolition—Approximately 14 weeks, 72 truckloads per workday, 40 workers.
3. Grading—Approximately 4 weeks, 200 truckloads per workday, 40 workers.
4. Building Construction—Approximately 14 months, peak of 25 truckloads per workday (peak of 50 ready-mix concrete truckloads per day during concrete structure operations), typically 150 workers, and peak of 275 workers.
5. Site Finishes—Approximately 2 months overlapping with the last several weeks of building construction, trucks and workers included in estimates for building construction phase.

As discussed in Section IV.L, Noise, on page 119, pursuant to Mitigation Measure CR G-2 in the Certified EIR, construction and demolition activities under the Modified Project would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, which is more restrictive than Section 41.40 of the LAMC, which restricts construction hours to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday and national holidays. Pursuant to Section 41.40 of the LAMC, construction activities are prohibited on Sundays. However,

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[88] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. L.8-2.*

construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners. Under the proposed Modified Project, the Applicant may seek approval from the Executive Director to extend the construction hours to permit interior construction activities outside of the hours provided in Mitigation Measure CR G-2. Refer to Section IV.L, Noise, on page 119, for additional discussion.

Peak hauling activity is anticipated to occur during the grading phase. Approximately 200 haul trucks are expected on peak days of activity. The hauling activity is likely to use double-belly dump haul trucks. For access to the I-110 freeway to/from both the south and the north, the primary anticipated truck route would be via Martin Luther King, Jr. Boulevard for inbound and outbound trucks. These trucks could adversely affect the adjacent roadway network since the major roadways anticipated to be used as a truck route for the Modified Project already experience congestion during peak traffic periods. Thus, a secondary route, expected to be used infrequently, would be Figueroa Street to Martin Luther King, Jr. Boulevard to the I-110 freeway. In addition to haul trucks, the Project Site is also expected to generate equipment and delivery trucks during each phase of construction. One example would be concrete delivery, which would be required to lay foundation. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the Modified Project. These materials would be delivered to the Project Site and stored on-site. These deliveries are expected to occur in variety of vehicles, including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would also have to be delivered to the Project Site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

The Modified Project proposes to provide sufficient construction staging areas either on the Project Site itself or in the adjacent Exposition Park Parking Lot 6 for trucks throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane closures along Martin Luther King, Jr. Boulevard. Such closures, if required, would be subject to LADOT review and approval.

The number of construction workers would vary throughout the construction period. The maximum number of workers expected to be generated on a peak worker trip day would occur during the building construction phase, when it is expected that up to 275 workers could be on-site on a single day. Parking for all construction workers would be provided either on the Project Site or in the adjacent Exposition Park Parking Lot 6.

(ii) Intersections

A construction period trip generation analysis was conducted in the Modified Project Transportation Report to estimate daily, morning, and evening peak-hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, and in accordance with Project Design Feature O-5, it was assumed that up to 70 construction workers would arrive during the peak morning commute hour and up to 180 construction workers would depart during the peak evening commute hour. Trucks were assumed to arrive and depart evenly through an 11-hour construction day. A PCE factor of 2.5 was assumed for double belly dump haul trucks while a PCE factor of 2.0 was assumed for concrete, vendor and delivery trucks, based on the 2010 *Highway Capacity Manual*.

Table 7 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum presents the estimated construction truck and employee vehicle trip generation for each of the Modified Project's proposed construction phases. Table 8 in the Modified Project Transportation Report presents the estimated construction trip generation by phase converted into passenger car equivalents. As shown on Table 7, the highest number of potential construction-related vehicle trips on a daily basis could occur during the concrete pour element of the building construction phase, with up to 275 workers and 50 trucks per day for a total of 788 daily vehicle trips. As shown on Table 8, the highest number of potential construction-related PCE trips on a daily basis, however, could occur during the grading phase, with up to 200 haul trucks and 40 workers per day leading to an estimate of 1,100 daily PCE trips. During peak hours, up to 125 (80 inbound and 45 outbound) PCE trips are projected during the A.M. peak hour and up to 200 (10 inbound and 190 outbound) PCE trips are projected during the P.M. peak hour.

The peak construction activity would generate fewer daily trips, A.M. peak-hour inbound trips, and P.M. peak-hour outbound trips than are projected for the Modified Project's Ancillary Uses on a non-event weekday (as demonstrated in the Modified Project Transportation Report, A.M. inbound and P.M. outbound trips are the most critical trips in terms of their potential to impact operating conditions at nearby study area intersections). Specifically, as discussed below in Section IV.O.b, Traffic/Transportation/Parking, on page 155, the Modified Project's Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 85 inbound trips during the A.M. peak hour and 197 outbound trips during the P.M. peak hour, which would result in less than significant impacts to study area intersections. Therefore, because Modified Project construction traffic would fall within the scope of the Ancillary Use's operational non-event day traffic, potential traffic impacts associated with construction would also be less than significant. Nonetheless it is conservatively recognized that the influx of material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks would be needed for the concrete pour.

- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.

- Delivery vehicles may need to queue temporarily on adjacent roadway of Martin Luther King, Jr. Boulevard before entering the Project Site. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

The Certified EIR included Mitigation Measure G-1 requiring the preparation of a construction-related traffic management plan to reduce construction-related noise impacts. This mitigation measure would also serve to reduce construction-related traffic impacts. Mitigation Measure G-1 has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum), along with modifications that are detailed below based on recommendations from the Modified Project Transportation Report. While the Modified Project Transportation Report concludes that potential traffic impacts from Modified Project construction would be less than significant in the absence of mitigation, implementation of Mitigation Measure G-1, as revised below, would further ensure that the Modified Project would not result in substantial delays and disruption of existing traffic flow. Therefore, peak-hour intersection impacts during construction would remain less than significant following the implementation of this measure.

(iii) Access and Safety

During construction of the Modified Project, construction trucks and workers would access the Project Site via Martin Luther King, Jr. Boulevard. The Modified Project proposes to provide adequate construction truck staging and construction worker parking either on the Project Site or in the adjacent Exposition Park Parking Lot 6 throughout the construction period. One or two trucks may queue along the Martin Luther King, Jr. Boulevard curbside between Figueroa Street and Hoover Street before entering the Project Site. Temporary and occasional truck staging at this location may result in lane and/or sidewalks closures along Martin Luther King, Jr. Boulevard. However, it is not uncommon for these types of deliveries to result in temporary lane closures. Furthermore, as stated in revised Mitigation Measure G-1 below, the Construction Management Plan would include provisions to ensure driver and pedestrian safety along affected roadways and sidewalks, including: implementing a worksite traffic control plan to route traffic and/or pedestrians around lane and/or sidewalk closures; maintaining existing access for land uses in proximity of the Project Site; scheduling deliveries and pick-ups of construction materials to off-peak travel periods, to the extent feasible; and using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment to/from the

Project Site. Implementation of the Construction Management Plan would minimize potential conflicts between construction activity and pedestrian and vehicular traffic in the vicinity of the Project Site, further ensuring that the Modified Project would not result in substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur. Therefore, construction traffic impacts related to access and safety would be less than significant.

(iv) Public Transit

There are a variety of public transit facilities in the vicinity of the Project Site. For purposes of evaluating potential impacts to transit resulting from Modified Project construction, transit stops immediately adjacent to the Project Site and in the vicinity of truck and construction worker access points and potential queue areas were analyzed. These transit stops include: a bus stop for the Metro Line 200 and Metro Line 40 at the northeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 81 and the LADOT DASH Southeast Line at the southeast corner of Figueroa Street and on Martin Luther King, Jr. Boulevard; a bus stop for Metro Line 40 at the northwest corner of Martin Luther King, Jr. Boulevard and Hoover Street; and a bus stop for the Metro Lines 81, 200, 442, and 550 and the DASH Southeast Line at the southeast corner of 39th Street and Figueroa Street. These transit stops would be maintained during construction of the Modified Project, including any potential lane closures on Martin Luther King, Jr. Boulevard, which would be limited to the stretch between Hoover Street and Figueroa Street (east of the Metro Line 40 bus stop). Furthermore, pursuant to Mitigation Measure J-2 in the Certified EIR, which would be implemented under the Modified Project, the Applicant would coordinate with Metro Bus Operation Control Special Events Coordinator regarding construction activities that may affect Metro and LADOT bus line operations. Therefore, construction of the Modified Project would not result in changes to bus/transit service such that a substantial inconvenience to riders would occur, and construction traffic impacts related to bus/transit service would be less than significant.

(v) Parking

As discussed in the Modified Project Transportation Report, during all phases of Modified Project construction, construction workers would park on the Project Site and/or in the Exposition Park Parking Lot 6 adjacent to the Project Site. This combined parking supply would be sufficient to accommodate construction-related parking. Pursuant to Project Design Feature O-1, the Applicant would be required to coordinate construction parking through the Exposition Park General Manager, who manages the parking supply in Exposition Park. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, coordination through the General Manager would ensure that adequate parking supplies are provided either by requiring all construction workers to park on the Project Site during those events,

or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by USC). Construction is not anticipated to require the removal of, or impair access to, on-street parking spaces along Martin Luther King, Jr. Boulevard or Figueroa Street adjacent to the Project Site, as street parking is not permitted along these street segments. Therefore, construction of the Modified Project would not result in substantial loss of on-site and/or off-site parking such that the parking needs of the Project Site area would not be met, and construction traffic impacts related to parking would be less than significant.

(vi) Conclusion

Based on the analysis above, Modified Project construction would result in less-than-significant traffic and transportation impacts to area intersections. Specifically, construction of the Modified Project would not: (1) cause substantial delays and disruption of existing traffic flow; (2) require substantial roadway and/or sidewalk closures to the extent that a hazard to roadway travelers and/or pedestrians would occur; (3) result in changes to bus/transit service such that a substantial inconvenience to riders would occur; or (4) result in the substantial loss of on-site and/or off-site parking such that the parking needs of the Project area would not be met. Construction-related impacts to traffic, transportation, and parking would be further reduced with implementation of Mitigation Measure G-1 from the Certified EIR, as revised below, and Mitigation Measure J-2 from the Certified EIR. No additional mitigation measures are required. As such, the Modified Project would not result in any new significant impacts with respect construction-related traffic, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Operation

The traffic impacts of operating the Original Stadium Project were analyzed in the Certified EIR (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), which concluded that no new significant traffic impacts would result from a game or event hosted at the proposed stadium as compared to operation of the existing Sports Arena. Further, since the Coliseum and the Sports Arena currently hold events with up to 93,000 persons in attendance combined, the Certified EIR also concluded that no new traffic impacts would result from concurrent events in the Coliseum and Original Stadium Project with combined attendees of up to 93,000 persons, and included a mitigation measure (Mitigation Measure J-1) to ensure that events in the two venues are scheduled in such a manner as to not exceed this limit. As stated below, Mitigation Measure J-1 would continue to be implemented under the Modified Project, and has been incorporated into the Modified Project's MMP (see Appendix A of this Addendum). Additionally, the Certified EIR did not account for the trip reduction associated with the Expo Light Rail stations in proximity to the Project Site. The Expo Park/USC Station is located approximately 0.35 mile

from the Project Site and the Expo/Vermont Station is located approximately 0.7 mile from the Project Site. Given the proximity of these stations, it is anticipated that a substantial number of attendees at the Modified Project would use the light rail on event days, further reducing the less-than-significant event day traffic impacts identified in the Certified EIR.

Like the Original Stadium Project analyzed in the Certified EIR, the Modified Project proposes a 22,000-seat professional soccer stadium. Pursuant to Project Design Feature O-4, the Ancillary Uses proposed as part of the Modified Project would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event, with no material increase in event-related traffic expected. Therefore, because traffic impacts are assessed based on peak-hour conditions, the Certified EIR's conclusions with respect to event day traffic would not change under the Modified Project, and potential impacts on event days in the Modified Project would remain less than significant.

However, because the Modified Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis focuses on and quantitatively evaluates potential traffic impacts related to operation of the Ancillary Uses on non-event days.

(i) Intersections

The following analysis assumes that the Modified Project would be completed by 2018 and analyzes the Modified Project's potential traffic impacts on weekday non-event days under both existing and future year traffic conditions. Specifically, the following traffic scenarios are analyzed: Existing Conditions (Year 2015), Existing (Year 2015) plus Project Conditions, Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions. For further discussion of the traffic scenarios and the assumptions on which they are based, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Fourteen study intersections were identified for purposes of this analysis, in consultation with LADOT (pursuant to a Memorandum of Understanding (MOU) dated May 7, 2015). All 14 intersections are signalized and, in accordance with LADOT guidelines and City of Los Angeles requirements, the signalized intersections were analyzed for potential Modified Project traffic impacts on weekday non-event days. The study intersections are as follows:

1. Vermont Avenue & Exposition Boulevard
2. Vermont Avenue & Martin Luther King, Jr. Boulevard
3. Hoover Street & Martin Luther King, Jr. Boulevard

4. Figueroa Street & Exposition Boulevard
5. Figueroa Street & Flower Street
6. Figueroa Street & Exposition Park Drive/39th Street
7. Figueroa Street & Martin Luther King, Jr. Boulevard
8. Flower Street/I-110 Off-Ramp & Exposition Boulevard
9. Flower Street & 37th Street
10. Hope Street & 37th Street
11. I-110 Ramps & Martin Luther King, Jr. Boulevard
12. Hill Street/I-110 Ramps & Martin Luther King, Jr. Boulevard
13. Hoover Street & Vernon Street
14. Figueroa Street & Vernon Street

For further discussion of the existing conditions of the study area, refer to the Modified Project Transportation Report in Appendix P-1 of this Addendum.

Trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the Modified Project's Ancillary Uses on non-event weekdays. As shown in Table 15 on page 158, the Ancillary Uses are estimated to generate a net external 2,615 daily trips on a non-event weekday, including 89 trips (85 inbound/4 outbound) during the A.M. peak hour and 260 trips (63 inbound/197 outbound) during the P.M. peak hour. The Modified Project's traffic was assigned to the street network using the distribution patterns described in Figure 5A and Figure 5B of the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum). Additionally, Appendix C of the Modified Project Transportation Report shows the assignment of the Modified Project-generated peak-hour traffic volumes at the analyzed intersections during the A.M. and P.M. peak hours. Trip-generation estimates and intersection traffic distributions account for the design limitations set forth in Project Design Features O-2 and O-3, below.

As shown in Table 16 on page 160, the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) is projected to operate at Level of Service (LOS) E during the A.M. peak period both under Existing Conditions and Existing plus Project Conditions. Based on the City of Los Angeles' thresholds of significance, which are

Table 15
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Conference Facilities		10.0 ksf															
Persons		261 prsns A.M.	3	100%	50%	0%	100%	10%	75%		1,121	131	0	261	43	323	430
Gross vehicles		430 prsns P.M.	1.00	0.50			0.50			per person	1,121	66	0	66	22	162	184
Internal capture[c]		[b]	*16%*		*0%*	*0%*		*53%*	*19%*		(175)	0	0	0	(12)	(31)	(43)
Transit credit[d]			*15%*	*15%*			*15%*				(142)	(10)	0	(10)	(2)	(20)	(22)
Net External Conference											804	56	0	56	8	111	119
Museum	580[g]	0.0 ksf A.M.[i]	5.80	0.89	86%	14%	0.58	16%	84%	per ksf	232	0	0	0	4	19	23
Internal capture[c]		40.0 ksf P.M.	*52%*		*0%*	*0%*		*83%*	*49%*		(121)	0	0	0	(3)	(9)	(12)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	(2)	(2)
Net External Museum											94	0	0	0	1	8	9
Team Store	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	665	0	0	0	18	23	41
Internal capture[c]		15.0 ksf P.M.	*68%*		*0%*	*0%*		*87%*	*51%*		(454)	0	0	0	(16)	(12)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(32)	0	0	0	0	(2)	(2)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(18)	0	0	0	0	(1)	(1)
Net External Team Store											161	0	0	0	2	8	10
Other Retail (fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	133	0	0	0	4	4	8
Internal capture[c,f]		3.0 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(20)	0	0	0	(1)	(1)	(2)
Transit credit[d]			*15%*	*15%*			*15%*				(17)	0	0	0	0	0	0
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(10)	0	0	0	0	0	0
Net External Other Retail											86	0	0	0	3	3	6
Other Retail (not fronting Figueroa)	826[h]	0.0 ksf A.M.[i]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	532	0	0	0	15	18	33
Internal capture[c]		12.0 ksf P.M.	*67%*		*0%*	*0%*		*87%*	*51%*		(355)	0	0	0	(13)	(9)	(22)
Transit credit[d]			*15%*	*15%*			*15%*				(27)	0	0	0	0	(1)	(1)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(15)	0	0	0	0	(1)	(1)
Net External Other Retail											135	0	0	0	2	7	9
Quality Restaurant	931	0.0 ksf A.M.[i]	89.95	0.81	82%	18%	7.39	67%	33%	per ksf	540	0	0	0	29	15	44
Internal capture[c]		6.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(233)	0	0	0	(12)	(7)	(19)
Transit credit[d]			*15%*	*15%*			*15%*				(46)	0	0	0	(3)	(1)	(4)
Pass-by from net trips[e]			*10%*	*10%*			*10%*				(26)	0	0	0	(1)	(1)	(2)
Net External Quality Restaurant											235	0	0	0	13	6	19
High-Turnover Sit-Down Restaurant	932	0.0 ksf A.M.[i]	127.15	11.52	62%	38%	12.92	51%	49%	per ksf	636	0	0	0	33	32	65
Internal capture[c]		5.0 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(274)	0	0	0	(14)	(14)	(28)
Transit credit[d]			*15%*	*15%*			*15%*				(54)	0	0	0	(3)	(3)	(6)
Pass-by from net trips[e]			*20%*	*20%*			*20%*				(62)	0	0	0	(3)	(3)	(6)
Net External High-Turnover Rest.											246	0	0	0	13	12	25
Fast Food Rest. (fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c,f]		1.5 ksf P.M.	*15%*		*0%*	*0%*		*15%*	*15%*		(161)	0	0	0	(5)	(4)	(9)
Transit credit[d]			*15%*	*15%*			*15%*				(137)	0	0	0	(4)	(4)	(8)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(388)	0	0	0	(11)	(11)	(22)
Net External Fast Food											388	0	0	0	11	10	21

Table 15 (Continued)
Trip Generation Estimate—Modified Project On a Non-Event Weekday

Land Use	ITE Land Use Code	Size (gross sf)	Trip Generation Rates[a]								Estimated Trip Generation						
			Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Fast Food Rest. (not fronting Figueroa)	933	0.0 ksf A.M.[i]	716.00	43.87	60%	40%	40.09	51%	49%	per ksf	1,074	0	0	0	31	29	60
Internal capture[c]		1.5 ksf P.M.	*43%*		*0%*	*0%*		*43%*	*44%*		(465)	0	0	0	(13)	(13)	(26)
Transit credit[d]			*15%*	*15%*			*15%*				(91)	0	0	0	(3)	(2)	(5)
Pass-by from net trips[e]			*50%*	*50%*			*50%*				(259)	0	0	0	(8)	(7)	(15)
Net External Fast Food											259	0	0	0	7	7	14
Office	710	25.0 ksf	11.03	1.56	88%	12%	1.55	17%	83%	per ksf	276	34	5	39	7	32	39
Internal capture[c]			*12%*		*0%*	*0%*		*48%*	*13%*		(33)	0	0	0	(3)	(4)	(7)
Transit credit[d]			*15%*	*15%*			*15%*				(36)	(5)	(1)	(6)	(1)	(4)	(5)
Net External Office											207	29	4	33	3	24	27
Project Total											**2,615**	**85**	**4**	**89**	**63**	**197**	**260**

[a] *Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition, 2012, unless otherwise noted.*

[b] *Conference facility trip estimates assume a morning event with 50 percent of attendees arriving during the A.M. peak hour, an afternoon event with 75 percent of attendees departing during the P.M. peak hour, an evening event with 10 percent of attendees arriving during the P.M. peak hour, and an average vehicle occupancy (AVO) of 2.0 attendees per vehicle. Events generating trips during the weekday A.M. peak hour will be limited to 320 attendees.*

[c] *Internal capture represents the percentage of trips between land uses that occur within the Project Site. Estimated using internal capture rates from ITE Trip Generation Handbook, 3rd Edition, 2014, Tables 6.1 and 6.2, balanced to the constrained end of the internal trip. Considers internalization between the various Modified Project uses, as well as between the Modified Project and the California Science Center.*

[d] *LADOT's Traffic Study Policies and Procedures, August 2014, state that a 15-percent transit credit may be taken for projects within 0.25 mile of a transit station or rapid bus stop. The Expo Park/USC LRT station, the Harbor Transitway 37th St./USC station, and Metro Rapid 754 on Vermont individually are each beyond 0.25 mile, but are each within 0.30 to 0.37 mile. Given the proximity of all three services, however, the combined effect of the three is considered to be 15 percent.*

[e] *The source for pass-by credits is Attachment I of LADOT's Traffic Study Policies and Procedures, August 2014.*

[f] *Internal capture for fast food restaurant and other retail possibly along the Figueroa Street frontage capped at 15 percent to reflect the potential that these uses attract a greater level of external trips, given their locations.*

[g] *No daily rate available from ITE for museum. Daily rate assumed to be 10 x P.M. peak-hour rate.*

[h] *Specialty retail (ITE code 826) used for museum store and other retail (used A.M. rate from code 820 since no A.M. rate is available for code 826).*

[i] *The museum, team store, other retail, quality restaurants, high-turnover sit-down restaurants, and fast food restaurants would not open for business until mid- to late-morning and, thus, would generate negligible trips during the A.M. peak hour.*

Source: Fehr & Peers, 2015.

Table 16
Existing Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing V/C	LOS	Existing Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.849	D	0.850	D	0.001	No
			Weekday P.M.	0.728	C	0.733	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.814	D	0.823	D	0.009	No
			Weekday P.M.	0.766	C	0.775	C	0.009	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.713	C	0.713	C	0.000	No
			Weekday P.M.	0.529	A	0.543	A	0.014	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	0.644	B	0.644	B	0.000	No
			Weekday P.M.	0.731	C	0.734	C	0.003	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.513	A	0.517	A	0.004	No
			Weekday P.M.	0.445	A	0.453	A	0.008	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.615	B	0.618	B	0.003	No
			Weekday P.M.	0.503	A	0.512	A	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.906	E	0.915	E	0.009	No
			Weekday P.M.	0.860	D	0.869	D	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.341	A	0.344	A	0.003	No
			Weekday P.M.	0.581	A	0.591	A	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.306	A	0.306	A	0.000	No
			Weekday P.M.	0.352	A	0.352	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.483	A	0.483	A	0.000	No
			Weekday P.M.	0.461	A	0.461	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.677	B	0.681	B	0.004	No
			Weekday P.M.	0.553	A	0.574	A	0.021	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.765	C	0.767	C	0.002	No
			Weekday P.M.	0.836	D	0.837	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.710	C	0.711	C	0.001	No
			Weekday P.M.	0.517	A	0.519	A	0.002	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.755	C	0.757	C	0.001	No
			Weekday P.M.	0.652	B	0.655	B	0.003	No

Source: Fehr & Peers, 2015.

further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at the intersection of Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7) and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Existing plus Project Conditions would be less than significant, and no mitigation measures would be required.

As shown in Table 17 on page 161, the following three intersections are projected to operate at LOS E or worse during one or both of the peak hours during both Future Base (Year 2018) Conditions, and Future (Year 2018) plus Project Conditions on a non-event day: Vermont Avenue & Exposition Boulevard (Study Intersection 1); Figueroa Street & Exposition Boulevard (Study Intersection 4); and Figueroa Street & Martin Luther King, Jr. Boulevard (Study Intersection 7). Based on the City of Los Angeles' thresholds of significance, which are further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), increased traffic resulting from Modified Project non-event weekday operations would be below the applicable thresholds of significance at these three intersections and at all other study area intersections. Therefore, the Modified Project's potential traffic and transportation impacts at intersections under Future plus Project Conditions would be less than significant, and no mitigation measures would be required.

(ii) Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority's (Metro) Congestion Management Program (CMP) requires that, when an environmental impact report is prepared for a project, traffic and public transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.[89] The closest CMP arterial monitoring station, the intersection of Alameda Street & Washington Boulevard, is approximately 2.5 miles from the Project Site. As described in the Modified Project Transportation Report (see Appendix P-1 of this Addendum), the Modified Project would not add 50 or more vehicle trips during the A.M. or P.M. peak hours on non-event days at this intersection. Therefore, no further arterial review using CMP criteria is required.

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[89] *In addition, the "Agreement between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures" sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the Traffic Study Memorandum of Understanding for the Modified Project that the Modified Project would not meet these criteria for requiring a freeway impact analysis. Therefore, no further analysis under the City's agreement with Caltrans is required.*

Table 17
Future Plus Project—Intersection Level of Service Analysis

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project V/C	LOS	Future Plus Project		Project Increase in V/C	Significant Impact?
						V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.914	E	0.915	E	0.001	No
			Weekday P.M.	0.775	C	0.780	C	0.005	No
2	Vermont Ave.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.844	D	0.853	D	0.009	No
			Weekday P.M.	0.808	D	0.816	D	0.008	No
3	Hoover St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.738	C	0.738	C	0.000	No
			Weekday P.M.	0.550	A	0.563	A	0.013	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	1.072	F	1.072	F	0.000	No
			Weekday P.M.	0.948	E	0.955	E	0.007	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.599	A	0.602	B	0.003	No
			Weekday P.M.	0.521	A	0.539	A	0.018	No
6	Figueroa St.	Exposition Park Dr/39th St.	Weekday A.M.	0.891	D	0.893	D	0.002	No
			Weekday P.M.	0.744	C	0.753	C	0.009	No
7	Figueroa St.	Martin Luther King, Jr. Blvd.	Weekday A.M.	1.136	F	1.145	F	0.009	No
			Weekday P.M.	1.091	F	1.100	F	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.412	A	0.414	A	0.002	No
			Weekday P.M.	0.724	C	0.734	C	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.348	A	0.348	A	0.000	No
			Weekday P.M.	0.429	A	0.429	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.567	A	0.567	A	0.000	No
			Weekday P.M.	0.595	A	0.595	A	0.000	No
11	I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.701	C	0.705	C	0.004	No
			Weekday P.M.	0.586	A	0.606	B	0.020	No
12	Hill St./I-110 Ramps	Martin Luther King, Jr. Blvd.	Weekday A.M.	0.791	C	0.792	C	0.001	No
			Weekday P.M.	0.864	D	0.865	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.735	C	0.736	C	0.001	No
			Weekday P.M.	0.535	A	0.538	A	0.003	No
14	Figueroa St.	Vernon St.	Weekday A.M.	0.779	C	0.781	C	0.002	No
			Weekday P.M.	0.675	B	0.678	B	0.003	No

Source: Fehr & Peers, 2015.

The CMP mainline freeway monitoring stations closest to the Project Site are I-10 at Budlong Avenue and I-110 at Slauson Avenue. According to the trip generation and distribution estimates discussed above, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days at both of these locations. Additionally, the Modified Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days on I-110 at Exposition Boulevard and Martin Luther King, Jr. Boulevard and on I-10 at Vermont Avenue and Hoover Street, which represent the freeway segments closest to the Project Site. Since fewer than 150 trips would be added during the A.M. or P.M. peak hours to the freeways serving the study area, no further analysis of the freeway segments is required for CMP purposes.

As further discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.[90] The Project Site is well served by numerous established local and regional transit routes, including the Metro Expo light rail transit line (with the Expo Park/USC Station located approximately 0.35 mile from the Project Site), the Metro Silver Line and numerous express bus routes on the Harbor Transitway (with the 37th Street/USC station located approximately 0.37 mile from the Project Site), four local lines, one rapid line, and two express routes operated by Metro, and two LADOT DASH routes. The total estimated capacity for transit services in the Project Site vicinity is approximately 24,380 persons in the peak hours. Furthermore, The Modified Project would utilize approximately 0.3 percent of available transit capacity during the peak hours on non-event days.

As stated in the Certified EIR, the operation of Phase I of Metro's Exposition Light Rail Transit Project was anticipated to commence in 2011, prior to the anticipated build-out of the Original Stadium Project. With a dedicated station to serve Exposition Park (the Expo Park/USC Station), the planned capacity of the Expo Line accounted for existing uses within Exposition Park, including the existing Sports Arena. The Original Stadium Project would not increase the maximum historic attendance levels on-site compared to the

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[90] *As part of the trip generation estimates presented in Table 15 on page 158, a transit credit of 15 percent was taken for the conference, museum, retail, restaurant, and office land uses. This credit accounts for trips made to and from the Project Site using modes other than automobiles. These include trips on light-rail, bus, bicycle, walk, etc. As discussed in the Modified Project Transportation Report (refer to Appendix P-1 of this Addendum), the 15 percent transit credit is estimated to reduce Modified Project-generated trips by 16 vehicle trips during the A.M. peak hour and 54 vehicle trips during the P.M. peak hour on non-event days. Applying an average vehicle ridership (AVR) factor of 1.4, the Modified Project would generate an estimated 22 transit riders in A.M. peak hour and an estimated 75 transit riders in the P.M. peak hour on non-event days.*

existing Sports Arena, therefore, the planned capacity of the Expo Line also accounted for the potential operation of the Original Stadium Project including stadium events. Operation of the Expo Line has since commenced with the actual opening of Phase 1 in 2012, and the Expo Line currently provides service for approximately 30,300 riders on an average daily basis. Phase 2 of the Expo Line is under construction to Santa Monica and will open in spring 2016. As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. On event days, the Project's ancillary uses would be open only to ticket-holding patrons already traveling for the event. Therefore, like the Original Stadium Project, the Modified Project's stadium would not change the event day ridership levels from those anticipated at the time the Expo Line was planned. The Applicant will, however, coordinate with Metro regarding appropriate service levels on event days, pursuant to Project Design Feature O-6.

Based on the analysis above, the Modified Project would result in less-than-significant impacts to CMP transit facilities. No mitigation measures are required.

(iii) Access

As shown in Table 16 and Table 17 on pages 160 and 161, each of the analyzed intersections that provide primary access to the Project Site are projected to operate at LOS C or better under Existing plus Project conditions and at LOS D or better under Future with Project Conditions on non-event days. Therefore, with the addition of Modified Project traffic under these conditions, no significant impact would occur.

(iv) Parking

The Certified EIR determined that the LAMC-required parking requirement for the Original Stadium Project was 4,400 parking spaces. The thresholds on which this analysis was based are stated on page IV.J-5 of the Certified EIR. At the time the Certified EIR was prepared, there were approximately 19,981 parking spaces available within the Exposition Park and USC Campus area that were generally available to meet the parking demands of the land uses within the general vicinity of the Project Site. Specifically, there were approximately 7,340 parking spaces within the Exposition Park area alone that could meet the parking demands of the Coliseum, Sports Arena, and other Exposition Park uses. As such, the Certified EIR determined that an adequate supply of parking existed within the area to meet the LAMC-required parking and the parking demands of future events held under the Original Stadium Project. Therefore, parking impacts were determined to be less than significant.

Like the Original Stadium Project, the Modified Project proposes the development of a 22,000-seat MLS stadium. Therefore, the parking demand associated with the stadium portion of the Modified Project would not change. However, an increase in parking demand beyond levels analyzed in the Certified EIR could result from the Modified Project's Ancillary Uses on non-event days, as well as from employees of the Ancillary Uses on event days. Potential parking impacts associated with each of these conditions are addressed below. The following analysis also addresses potential bicycle parking impacts, which were not analyzed in detail in the Certified EIR.

As discussed in Section III, Project Description, of this Addendum, consistent with the Original Stadium Project, parking for the Modified Project would be provided by the supply available at Exposition Park. Based on an updated parking supply inventory, as detailed in Table 1 in the Modified Project Parking Analysis included in Appendix Q of this Addendum, Exposition Park currently provides approximately 5,961 parking spaces in multiple parking lots and on streets within Exposition Park. These spaces are used by the Coliseum, the Sports Arena, the California Science Center, the Los Angeles County Natural History Museum, the California African American Museum, and other park visitors. Per the terms of the Non-Disturbance Agreement between the California Science Center and the University of Southern California, during special events at the Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center Structure and 375 spaces may be reserved by the Natural History Museum in Parking Lot 3. If these reservations occur, an estimated 4,986 vehicle spaces would be available for events in the Exposition Park parking supply. The Modified Project would not alter the parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.

It should also be noted that the on-site VIP parking lot, which contains approximately 238 vehicle parking spaces, is not included in the approximately 5,961-space parking supply in Exposition Park. Under the Modified Project, this parking lot would be retained and reconfigured to provide up to approximately 250 spaces. This would increase the vehicle parking supply in Exposition Park up to approximately 6,211 spaces (5,236 on special event days if the Science Center and Natural History Museum reservations occur).

The parking requirements for the Modified Project were analyzed pursuant to LAMC Section 12.21A.4, which establishes vehicle parking space ratios based on square feet or seats, and Section 12.21A.16, which establishes requirements for bicycle parking spaces. The ratios used to determine the required number of vehicle parking spaces for the Modified Project are shown in Table 18 on page 166 and described in detail in the Modified Project Parking Analysis included in Appendix Q of this Addendum. As shown in Table 18, after applying the aforementioned LAMC parking requirements, the required parking for the

Table 18
Parking Code Analysis—Vehicle Spaces

Use	Size	Code Requirement[a]	Required Vehicle Spaces
Stadium			
Stadium	22,000 seats	1 space per 5 fixed seats	4,400
Total Stadium			**4,400**
Ancillary Uses			
Conference	10.0 ksf	1 space per 35 sq. ft.	286
Museum	40.0 ksf	1 space per 500 sq. ft.	80
Retail	30.0 ksf	1 space per 250 sq. ft.	120
Restaurant	14.0 ksf	1 space per 100 sq. ft.	140
Office	25.0 ksf	1 space per 500 sq. ft.	50
Total Ancillary Uses (without reduction for bicycle parking)			**676**
Total Ancillary Uses (with reduction for bicycle parking)[b]			**648**

[a] *Los Angeles Municipal Code, Section 12.21A.4.*

[b] *The City of Los Angeles Bicycle Ordinance allows for replacement of required vehicle parking spaces for non-residential uses at a ratio of 1 vehicle space for every 4 bicycle spaces up to 20 percent of required spaces. Refer to Table 2 in the Modified Project Parking Analysis included in Appendix Q of this Addendum for calculations.*

Source: Fehr & Peers, 2015.

stadium component of the Modified Project on event days would be 4,400 vehicle parking spaces, consistent with the Certified EIR analysis. For non-event days, as shown in Table 18, the required parking for the Modified Project's Ancillary Uses under the LAMC is estimated at 676 vehicle parking spaces. As discussed below, the Modified Project would provide 107 bicycle parking spaces in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days.[91] The LAMC permits reductions in the required number of vehicle spaces at a ratio of one vehicle space reduced for every four bicycle spaces provided, up to a maximum of 20 percent of the required vehicle spaces for non-residential uses. Thus, 648 vehicle parking spaces would be required on non-event days for the Ancillary Uses when taking a credit for bicycle parking pursuant to the LAMC. Pursuant to Project Design Feature O-4, on event days, the Ancillary Uses would only be open to ticketed patrons of the stadium; thus, the 648 vehicle spaces for the Ancillary Uses would not be needed separate from the stadium requirement. However, to the extent that some

[91] *See LAMC Section 12.21A.16.*

of the Ancillary Uses may be considered additional to the typical uses considered in the LAMC requirement for a stadium, there could be some additional parking need for Ancillary Use employees on event days. As described in the Modified Project Parking Analysis, it is estimated that up to approximately 178 parking spaces may be needed for employees of the Ancillary Uses if they all were to be open during stadium events and were all considered to be additional employees beyond those normally required to operate a stadium (see Table 19 on page 168).[92] This could conservatively increase the Modified Project's potential parking need on event days to as many as 4,578 spaces (4,400 for the stadium and 178 for the additional Ancillary Uses employees), which would still be fully accommodated by the parking supply provided for events in Exposition Park (approximately 4,986 to 5,961 existing spaces and up to 5,236 to 6,211 spaces with the Modified Project). On non-event days, the parking supply provided by Exposition Park (approximately 5,961 existing spaces and up to 6,211 spaces with the Modified Project) would adequately meet the LAMC requirement of 648 vehicle parking spaces for the Modified Project's Ancillary Uses. Therefore, consistent with the conclusions in the Certified EIR for the Approved Stadium Project (refer to Section IV.J, Transportation, Traffic, and Parking, of the Certified EIR), impacts with respect to parking would be less than significant under the Modified Project on event days and non-event days. No mitigation measures are required.

With regard to bicycle parking, the Modified Project would be required to provide at least 440 bicycle parking spaces (two percent of the proposed stadium seating capacity) pursuant to the bicycle parking requirements set forth in a proposed Specific Plan amendment that would require sufficient bicycle parking to accommodate two percent of stadium seating capacity.[93]. One-hundred and seven of these spaces would be provided in LAMC-compliant bike racks (58 as short-term spaces and 49 as long-term spaces), thus satisfying the LAMC-required bicycle parking for the Ancillary Uses on non-event days. The remaining 333 would be provided through a bicycle valet service on event days. In the event that bicycle parking needs increase over time, the bicycle valet service on event days could be expanded. As discussed further in the Modified Project Parking Analysis, the proposed amount of bicycle parking would exceed the bicycle parking rates at the other recently approved professional sports stadiums, including Farmers Field in Los Angeles, Avaya Stadium in San Jose, and Levi's Stadium in Santa Clara. Therefore, the proposed

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[92] *In order to not interfere with the parking supply available to the Coliseum on large Coliseum event days, these employees would be parked either in one or more of the following locations: (1) temporarily in the subterranean loading dock/service area beneath the Project Site; (2) in the VIP parking lot adjacent to the soccer stadium should that development option be constructed; and/or (3) in off-site parking locations to be arranged by the Applicant. If off-site location(s) are beyond 750 feet from the Project Site, shuttles would be provided to shuttle employees between the parking location(s) and the Project Site.*

[93] *The Specific Plan does not currently provide a bicycle parking requirement.*

Table 19
LAFC Employee Parking Needs

Land Use	Total Vehicle Spaces Required per LAMC Code[a]	Estimated Number of Vehicle Spaces Needed for Employees							
		Size (sf)	Employee Factor (employees/sf)[b]	No. of Employees	Transit	Rideshare	AVR	Absentee	Employee Parking Need
Conference Facilities	286	9,000	0.00271	24	15%	10%	1.33	5%	17
Museum	80	36,000	0.00135[c]	49	15%	10%	1.33	5%	35
Retail	120	27,750	0.00271	75	15%	10%	1.33	5%	53
Restaurant	140	11,900	0.00271	32	15%	10%	1.33	5%	23
Office	50	21,250	*assume all code-required spaces are used by employees*						50
Total	**676**	**105,900**							**178**

[a] *From Table 8 of Modified Project Transportation Report.*
[b] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 2012.*
[c] *Museum employee density would be lower than retail. Employee factor for industrial parks used as surrogate for museum.*
Source: Fehr & Peers, 2015.

bicycle parking supply would be adequate to satisfy the anticipated bicycle parking demand of the Modified Project, and would be consistent with required bicycle parking rates with approval of the requested Specific Plan amendment. Therefore, impacts related to bicycle parking would be less than significant. No mitigation measures are required.

(v) Conclusion

As demonstrated above, the Modified Project would have less-than-significant traffic, transportation, and parking impacts during both construction and operation. Therefore, the Modified Project would not result in any new significant impacts with respect to traffic, transportation, and parking, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(c) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to traffic, transportation, and parking:

PDF O-1: The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by the University of Southern California).

PDF O-2: If the maximum permitted amount of office floor area (i.e., 21,250 square feet) is developed, attendance at morning conference facility functions on non-event days shall be limited to 261 attendees, and attendance at evening conference facility functions on non-event days shall be limited to 430 attendees. For every reduction of 850 square feet in office space floor area that is ultimately built in the Modified Project, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.

PDF O-3: The museum, team store, other retail uses, and all restaurant uses shall not open for business until 10:00 A.M. or later.

PDF O-4: For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed

25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.

PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.

PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not limited to the Expo Light Rail.

The following mitigation measures were included in the Certified EIR to further reduce the less-than-significant traffic impacts associated with construction and operation of the Original Stadium Project. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP included with this Addendum (see Appendix A of this Addendum), but have been revised as follows to reflect the design characteristics of the Modified Project:

EIR Mitigation Measure MM G-1: The Applicant shall prepare a ~~construction-related traffic plan~~ Construction Management 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~~ The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements:

- The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets.
- A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks.
- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project.

- In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures.
- The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods.
- Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Requirements shall be established for the loading, unloading, and storage of materials on the Project Site.
- Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.
- If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.

EIR Mitigation Measure MM J-1: Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Coliseum Commission shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people.

EIR Mitigation Measure MM J-2: The ~~Coliseum Commission~~ Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.

P. Utilities and Service Systems

The following analysis is based on the Public Utilities analysis provided in Section IV.I of the Certified EIR, and on the Utility Infrastructure Technical Memorandum (Infrastructure Report) prepared for the Modified Project by Langan Engineering and Environmental Services, dated August 28, 2015, which is included in Appendix R of this

Addendum. The Infrastructure Report evaluates the potential environmental impacts associated with the proposed modifications to the Original Stadium Project under the Modified Project to determine whether such modifications would result in new significant impacts to utility infrastructure that were not already evaluated in the Certified EIR.

(a) Wastewater

The Certified EIR for the Original Stadium Project concluded that impacts with respect to wastewater infrastructure and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average wastewater flows from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the existing wastewater infrastructure in the Project Site vicinity and existing wastewater treatment facilities would be able to accommodate the Original Stadium Project's demand for wastewater conveyance and treatment, and impacts related to wastewater would be less than significant. The thresholds on which this analysis was based are stated on page IV.I-6 of the Certified EIR.

As discussed in the Certified EIR, wastewater conveyance infrastructure and treatment services for the Project area are provided by the City of Los Angeles Department of Public Works Bureau of Sanitation Division (BOS). The Project Site is serviced by multiple BOS sewers as follows:

- A sewer main in Hoover Street that is 18 inches in diameter south of South Park Drive, transitions to a 10-inch sewer line at South Park Drive and extends northerly, generally along the eastern side of South Coliseum Drive;
- 6- and 8-inch sewer laterals servicing the existing Sports Arena and other uses within Exposition Park; and
- A 72-inch-diameter North Outfall Sewer main in 41st Place, south of the Project Site.

As described in the Certified EIR and Infrastructure Report, the existing Sports Arena is serviced by four sewer laterals: two 6-inch sewer laterals on south side of the Project Site and two additional sewer laterals, 6- and 8-inches in diameter, on the north side of the Project Site. The laterals on the north side of the Project Site head east to an existing manhole, tying into the 10-inch sewer main adjacent to the south side of South Coliseum Drive/Christmas Tree Lane. The laterals on the south side of the Project Site

head west to an existing manhole, transitioning to an 8-inch sewer lateral. The 8-inch lateral continues west to an existing manhole off the existing sewer main adjacent to the east side of South Coliseum Drive. As noted above, this main is 10 inches in diameter north of South Park Drive. South of South Park Drive, it transitions to an 18-inch main, and then runs south to connect to a 72-inch North Outfall Sewer main in 41st Place.

Wastewater generated from the Project Site is conveyed via the local collector sanitary sewer system directly to the Hyperion Treatment Plant (HTP), located southwest of the Los Angeles International Airport in Playa del Rey, for treatment. The HTP has the capacity to treat approximately 450 million gallons per day (mgd) of wastewater for full secondary treatment, and currently treats approximately 362 mgd.[94] This includes wastewater currently generated on the Project Site from the existing Sports Arena. As such, the HTP is currently operating at approximately 80 percent of its capacity, with a remaining available capacity of approximately 88 mgd. The treated water from the HTP is discharged through an outfall pipe 5 miles into the Santa Monica Bay and Pacific Ocean.[95]

Wastewater impacts during construction were not analyzed in detail in the Certified EIR. Wastewater generation would occur incrementally throughout construction of the Modified Project. However, such use would be temporary and nominal when compared with the wastewater generated by operation of the Modified Project, which is analyzed below. In addition, construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. As such, wastewater impacts during construction would be less than significant and no mitigation measures are required.

Operational wastewater impacts are assessed based on daily wastewater generation on a maximum activity day (i.e., event day). As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats, which is within the historic attendance levels of the Sports Arena. Therefore, wastewater impacts with respect to the stadium portion of the Modified Project would not represent a substantial increase in wastewater generation compared to existing conditions, consistent with the Certified EIR analysis. However, additional event-day wastewater generation beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated wastewater generation of the stadium would not

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[94] *City of Los Angeles Department of Public Works, Bureau of Sanitation, About Wastewater—Facts and Figures, www.lacitysan.org/wastewater/factsfigures.htm, accessed July 23, 2015.*

[95] *City of Los Angeles Department of Public Works, LA Sewers Website, Treatment Plants—Hyperion Treatment Plant, www.lasewers.org/treatment_plants/hyperion/index.htm, accessed July 23, 2015.*

change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with BOS methodology for determining sewer line capacity, this analysis presents the estimated wastewater generation of the entire Modified Project, including the stadium component.

As shown in Table 20 on page 175, the Modified Project's total estimated wastewater flow would be approximately 87,675 gallons per day (gpd), of which 21,675 gpd would be generated by the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it does not account for the wastewater reduction requirements of the City's Green Building Code, which calls for a 20-percent reduction in wastewater through the installation of water-conserving fixtures or through utilizing Los Angeles Plumbing Code-approved non-potable water systems within a building.

A Sewer Capacity Availability Request, included in Appendix B of the Infrastructure Report provided in Appendix R of this Addendum, was obtained from the City of Los Angeles Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Modified Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system, and the Modified Project's estimated wastewater flow, the City determined that the existing sanitary sewer lines that serve the Project Site would have an adequate capacity to accommodate the additional infrastructure demand created by the Modified Project. Sewer service for the Modified Project would be provided utilizing new or existing sewer connections to the existing sewer main that generally runs along the east side of South Coliseum Drive within the Project Site. Except for these sewer connection pipes, no upgrades to the existing sewer mainlines are anticipated as forecasted flow levels are all below the available capacity within each of the sewers that would serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

As described above, the Hyperion Treatment Plant has a capacity of 450 mgd, and current wastewater flow levels are at 362 mgd. These flow levels include wastewater currently generated on the Project Site from the existing Sports Arena. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 88 mgd. As shown in Table 20, the Modified Project would generate a net increase wastewater flow from the Project Site of approximately 21,675 gpd, or approximately 0.022 mgd, beyond levels analyzed in the Certified EIR for the Original Stadium Project. The Modified Project's increase in average daily wastewater flow of 0.022 mgd would represent approximately 0.02 percent of the current 88 mgd remaining available capacity of the Hyperion Treatment

Table 20
Modified Project Event Day Wastewater Generation

Facility Description	Quantity	Daily Average Generation Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[b]	1,200
Museum	40,000 gsf	30/1,000 sf[c]	1,200
Team Store	15,000 gsf	50/1,000 sf[d]	750
Restaurant—Full Service	380 seats[e]	30/seat[f]	11,400
Restaurant—Fast Food	150 seats[g]	25/seat[h]	3,750
Retail	15,000 gsf	25/1,000 sf[i]	375
Office	25,000 gsf	120/1,000 sf[j]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Typical Event Day (Stadium and Ancillary Uses)			87,675

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[e] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[f] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[g] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[h] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area (less than 100,000 SF)" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

Plant. Therefore, the net increase in wastewater generation associated with the Modified Project could be accommodated by the existing capacity of the Hyperion Treatment Plant. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Wastewater, of the Certified EIR), impacts with respect to wastewater treatment capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to wastewater, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(b) Water

The Certified EIR for the Original Stadium Project concluded that impacts with respect to water supply, infrastructure, and treatment capacity would be less than significant under the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR). Specifically, the Certified EIR determined that the peak and average water demand from the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the existing water infrastructure in the Project Site vicinity, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-17–IV.I-18 of the Certified EIR. The Certified EIR also determined that a Water Supply Assessment is not required for the Original Stadium Project pursuant to Senate Bill (SB) 610.

As discussed in the Certified EIR, water is currently supplied to the Project Site by the City of Los Angeles Department of Water and Power (LADWP). The Project Site is adjacent to several existing LADWP public water mains, including the following:

- 16-inch diameter water main in Figueroa Street;
- 61-inch diameter water main (Silver Lake Outlet Trunk Line) generally within and adjacent to Figueroa Street;
- 12-inch diameter main in Martin Luther King, Jr. Boulevard;
- 4-inch diameter main in Martin Luther King, Jr. Boulevard; and
- 8-inch diameter main in Hoover Street that extends to South Coliseum Drive.

The existing Sports Arena is currently serviced by an 8-inch lateral that runs parallel to the north side of South Park Drive, which stems from the 16-inch water main within Figueroa Street. Additionally, there are a minimum of eleven existing fire hydrants on Figueroa Street, Martin Luther King, Jr. Boulevard and South Coliseum Drive adjacent to the Project Site. Within the Project Site there is one private fire hydrant and multiple fire department connections. The private hydrant is located near the southwest corner of the existing Sports Arena footprint.

LADWP's water supply portfolio is comprised of four primary sources: the Los Angeles Aqueduct, local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water. In 2013, LADWP had an available water supply of 581,098 acre-feet, of which approximately 11 percent was from the Los Angeles Aqueduct, approximately 11 percent was from local groundwater, approximately 75 percent was from the MWD, and approximately 2 percent was from recycled water.[96] This amount does not represent the totality of water supplies available to LADWP; rather, LADWP's supply portfolio changes annually as purchases and withdrawals are made in response to projected demands within its service area. Thus, future anticipated supplies are represented in terms of projected demand. Water demand projections in five-year increments through 2035 are available in LADWP's 2010 Urban Water Management Plan (UWMP). As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[97] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018).

Additionally, as discussed in the Certified EIR, SB 610, codified in the California Water Code, Sections 10910 *et seq.*, became effective January 1, 2002. SB 610 requires counties and cities to consider the availability of adequate water supplies for certain new large development projects. These statutory provisions include requirements for both water supply assessments (WSAs) and UWMPs applicable to the California Environmental Quality Act (CEQA) process. Projects subject to CEQA requiring submittal of a WSA include the following:

- Residential developments of more than 500 dwelling units;

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[96] *Los Angeles Department of Water and Power, Water Resources Division, Water Supply Assessment for the 5901 Sunset Project, approved by the Board of Water and Power Commissioners on June 17, 2014.*

[97] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 21
City of Los Angeles Water Demand Projections Based on Hydrological Conditions
(thousand AFY)

Hydrological Conditions	Years				
	2015	**2020**	**2025**	**2030**	**2035**
Average Year	614.8	652	675.6	701.2	710.8
Single Dry Year	651.7	691.1	716.1	743.2	753.4
	2011	**2012**	**2013**	**2014**	**2015**
Multi-Dry Year (2011–2015)	590	608.2	626.5	602.9	627.1
	2016	**2017**	**2018**	**2019**	**2020**
Multi-Dry Year (2016–2020)	647.1	661.2	675.4	644.6	665.1
	2021	**2022**	**2023**	**2024**	**2025**
Multi-Dry Year (2021–2025)	683	694.5	706.1	670.9	689.1
	2026	**2027**	**2028**	**2029**	**2030**
Multi-Dry Year (2026–2030)	707.9	720.1	732.4	696.1	715.2
	2031	**2032**	**2033**	**2034**	**2035**
Multi-Dry Year (2031–2035)	731.2	740.3	749.3	708.8	725

AFY = acre-feet per year

Source: Los Angeles Department of Water and Power, 2010 Urban Water Management Plan, Exhibits 11E–11K.

- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plant, or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;
- Mixed-use projects that include one or more of the above-identified categories; or

- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project.

As analyzed below, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

(i) Construction

As stated in the Certified EIR, during construction, upgrades to water service connections may cause temporary impacts on the adjacent land uses during construction. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, the Certified EIR concluded that temporary disruptions in local water service during the construction period of the Original Stadium Project are not anticipated, and impacts would be less than significant. This conclusion would not change under the Modified Project, which would implement the same standard practices to ensure that potential service interruptions are avoided to the extent feasible. Additionally, while construction of the Modified Project would result in a temporary and intermittent increase in potable water demand on the Project Site for activities such as dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other short-term related activities, construction-related demand would be substantially less than the Modified Project's operational water demand, which is analyzed below. As demonstrated through the analysis below, the Modified Project's operational water demand would be within the City's available water supply, infrastructure, and treatment capacity. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to construction-related water demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

Water demand during operation is analyzed by estimating domestic, fire (sprinkler and fire hydrant), and irrigation uses. Fire flow demands require high flow rates and constitute a relatively short term demand. Domestic and irrigation flow demands require low to moderate flow rates and constitute long term demand. An analysis of the Modified Project's demands with respect to each of these categories is provided below.

Additionally, as set forth in the Certified EIR, the existing Sports Arena hosts a variety of sports and civic events as well as concerts and shows throughout the year. As described in Table II-1 on page II-6 of the Certified EIR, the Sports Arena has hosted an average of 69 annual events, including 60 events per year with an average attendance of

4,100 persons, 6 events per year with an average attendance of 13,500 and 3 events per year with an average attendance of 37,800. Based on these data, Sports Arena events generate an average annual attendance of approximately 440,400 persons. Like the Original Stadium Project, the Modified Project proposes a 22,000-seat MLS stadium. Therefore, peak day attendance under the Modified Project is also expected to be similar to peak historic attendance levels at the Sports Arena. However, based on preliminary programming data provided by LAFC, annual attendance in the Modified Project's stadium could range from 628,500 persons to a maximum of approximately 1,403,500 persons. In addition to peak day attendance, these annual attendance estimates are relevant for determining the Modified Project's annual water demand as it relates to SB 610 requirements, as discussed below.

Fire Flow

Los Angeles Fire Code (Fire Code) Chapter 5, Section 507, establishes fire flow standards by development type. The Modified Project is within the Industrial and Commercial category, which has a required fire flow of 6,000 to 9,000 gallons per minute (gpm) from four to six fire hydrants flowing simultaneously (1,500 gpm per hydrant). The Fire Code also requires hydrants to be spaced to provide adequate coverage of the building exterior and deliver a minimum pressure of 20 pounds per square inch (psi) at full flow. Industrial and Commercial uses require one hydrant per 80,000 square feet of land area with 300 feet distance between hydrants on roads and fire lanes. Required hydrant types include 2.5-inch by 4-inch double fire hydrants or 4-inch by 4-inch double fire hydrants. Fire hydrant demands therefore act as the baseline for any water system upgrades.

The Certified EIR stated that the Original Stadium Project would be required to comply with LAFC and building code fire flow requirements for the Project Site. Based on information in the Modified Project Infrastructure Report, the hydrant coverage around the Project Site is considered adequate pursuant to LADWP and LAFD standards. Existing hydrant and/or fire department connections within the Project Site may be need to be removed and replaced as required if necessary as part of the Sports Arena demolition or if the City requires increased coverage around the Modified Project. Based on recent correspondence from LADWP, which is included in Appendix A of the Modified Project Infrastructure Report, the static water pressure at 3939 Figueroa Street is 89 psi in the high pressure system and 71 psi in the low pressure systems. Therefore, there are no known existing deficiencies in the water system that would preclude the system from being able to provide the required fire flow to the Modified Project. Upon finalization of the Modified Project design, a pressure flow report would be requested from LADWP to ensure that existing water pressure is sufficient to serve the Modified Project. Furthermore, as stated in Section IV.N.a, Public Services—Fire Protection, on page 137 of this Addendum, based on its preliminary review of the Modified Project, the LAFD has not identified any

substantial deficiencies in the fire flow infrastructure that serves the Project Site, or in the design of the Modified Project, that would prohibit the Modified Project from meeting applicable Fire Code requirements. Notwithstanding, as with the Original Stadium Project, the final fire-flow requirement for the Modified Project would be determined by the LAFD and the Applicant would be responsible for constructing any necessary infrastructure upgrades. Thus, with adherence to LAFD and Fire Code requirements for the Project Site, impacts with respect to fire flow would be less than significant, consistent with the conclusions of the Certified EIR. No mitigation measures are required.

Domestic and Irrigation Water Demand

As previously discussed, the Certified EIR determined that the peak and average water demand for the Project Site would not increase with implementation of the Original Stadium Project as compared to existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions. Therefore, the Certified EIR concluded that existing water infrastructure in the vicinity of the Project Site, as well as projected water supplies, would be able to accommodate the Original Stadium Project's water demand, and impacts related to water supply would be less than significant. For the same reason, the Certified EIR also determined that the Original Stadium Project would not require a Water Supply Assessment (WSA) pursuant to SB 610.

Operational impacts related to water are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to water supplies and SB 610 requirements). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic maximum attendance levels of the Sports Arena (i.e., up to 55,132 attendees, as shown in Table II-3 in the Certified EIR). Therefore, potential water supply and infrastructure capacity impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day water consumption beyond levels analyzed in the Certified EIR may result from operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated water consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, and to be consistent with LADWP methodology for determining pipeline capacity, this analysis presents the estimated peak daily water consumption of the entire Modified Project, including the stadium component. Furthermore, as discussed above, while maximum event day attendance in the stadium portion of the Modified Project would be

substantially the same as under the Original Stadium Project, annual attendance at the proposed stadium could increase under the Modified Project as compared to levels projected under the Original Stadium Project. Therefore, the analysis below also estimates the annual water consumption for the entire Modified Project in order to determine the Modified Project's potential water supply impacts, or whether the Modified Project would result in the need for a WSA in accordance with SB 610.

As shown in Table 22 on page 183, the Modified Project's total estimated water demand on an event day would be approximately 94,322 gpd, of which 72,647 gpd would be associated with the stadium and 21,675 gpd would be associated with the proposed Ancillary Uses. To provide a conservative analysis, this estimate is based on gross square footage (rather than floor area). Furthermore, it conservatively does not account for implementation of Project Design Feature P-1, which reflects the water conservation commitment of the Modified Project. Specifically, the Modified Project would commit to reducing indoor potable water demand by at least 20 percent below 2013 CALGreen requirements. Additionally, the Modified Project would implement Mitigation Measure MM I.2-1 in the Certified EIR, which reflects DWP requirements for new construction. Mitigation Measure MM I.2-1 has been incorporated into the MMP for the Modified Project (see Appendix A to this Addendum) with revisions to reflect current DWP requirements.

The total Modified Project demand of 94,322 gpd on an event day converts to a peak flow demand of approximately 66 gallons per minute (gpm). Utilizing a peaking factor of 3, the peak demand on an event day would be 198 gpm. This is significantly lower than the fire flow requirement of 1,500 gpm from a single hydrant discussed above. Thus, sufficient infrastructure capacity would be available to accommodate the Modified Project's daily water demand on an event day. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), impacts with respect to water infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

Annual water demand has also been evaluated to determine whether the Modified Project would result in the need for a WSA in accordance with SB 610. As summarized above and described in detail in the Certified EIR, existing events within the Sports Arena have generated an average annual attendance of 440,400 persons. Using a per patron water demand rate of 8.8778 units, consistent with LADWP's methodology for analyzing annual water demand associated with professional sports stadiums,[98] this average

[98] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Table 22
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
Original Stadium Project Uses			
Stadium (seats filled)	22,000 seats	3/seat[a]	66,000
Landscape Irrigation	96,508 sf	68.87/1,000 sf[b]	6,647
Subtotal			72,647
Additional Uses Under Modified Project			
Conference Facilities	10,000 gsf	120/1,000 sf[c]	1,200
Museum	40,000 gsf	30/1,000 sf[d]	1,200
Team Store	15,000 gsf	50/1,000 sf[e]	750
Restaurant—Full Service	380 seats[f]	30/seat[g]	11,400
Restaurant—Fast Food	150 seats[h]	25/seat[i]	3,750
Retail	15,000 gsf	25/1,000 sf[j]	375
Office	25,000 gsf	120/1,000 sf[k]	3,000
Subtotal Additional Uses			*21,675*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			94,322

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "School: Stadium, Pavilion" rate.*

[b] *Landscaping water use is estimated per California Code of Regulations Title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

[d] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (all areas)" rate.*

[e] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[f] *Assumes 60 percent of the restaurant area is available for patrons, with 20 sf of space per patron for quality/high end sit-down restaurant uses and 15 sf of space per patron for high-turnover sit-down restaurant uses.*

[g] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Full Service Indoor Seat" rate.*

[h] *Assumes 60 percent of the restaurant area is available for patrons, with 12 sf of space per patron.*

[i] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Restaurant: Fast Food Indoor Seat" rate.*

[j] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Retail Area*

Table 22 (Continued)
Modified Project Event Day Water Consumption

Facility Description	Quantity	Daily Average Consumption Rate (GPD)	Total Average (GPD)
(less than 100,000 SF)" rate.			
[k] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Office building w/Cooling tower" rate.*			
Source: Langan Engineering and Environmental Services, Inc., 2015.			

annual attendance generates an annual demand for approximately 3.9 million gallons (11.97 acre-ft) of water. As discussed above, based on preliminary programming data provided by LAFC, annual attendance would range from 628,500 persons to a maximum of approximately 1,403,500 persons under the Modified Project. Based on water demand from the maximum annual attendance projected for events, the proposed Ancillary Uses, and use of irrigation, the annual water demand for the Modified Project was estimated and is summarized in Table 23 on page 185. As shown therein, the Modified Project would result in a net annual water demand of approximately 15,094,769 gallons, or 46 acre-feet. This estimate is highly conservative in that it is based on the following assumptions:

- Maximum number of potential events occurring at the proposed stadium with maximum potential attendance;
- Irrigation occurring four days a week, year-round, for each square foot of landscaped surface; and
- Gross square feet rather than floor area for the proposed Ancillary Uses.

As shown in Table 21 on page 178, the water demand for the City in 2018 (the Modified Project's buildout year) is expected to be approximately 637,120 acre-feet during average year hydrological conditions, approximately 675,340 acre-feet during a single-dry year, and approximately 675,400 acre-feet during a multiple-dry year.[99] As concluded in LADWP's 2010 UWMP, the projected water demand for the City would be met by the available supplies during an average year, single-dry year, and multiple-dry year through the year 2035, as well as the intervening years (i.e., 2018). The Modified Project's estimated net increase in water demand of approximately 46 acre-feet per year would comprise less than 0.008 percent of the water demand for the City in 2018 during an

[99] *Year 2018 estimates are based on a linear interpolation of 2015–2020 data.*

Table 23
Modified Project Annual Water Consumption

Event	Max Quantity (days)	Max Capacity/ Unit	Daily Average Consumption Rate (GPD)	Total (gallons)
MLS Regular Season Games	20	22,000	8.8778/patron[a]	3,906,240
MLS Playoff Game[b]	3	22,000	8.8778/patron	585,936
MLS/SUM Special/Preseason Game	2	22,000	8.8778/patron	390,624
CONCACAF soccer games	4	22,000	8.8778/patron	781,248
US Men and Women National Team	1	22,000	8.8778/patron	195,312
Euro/Mexican Exhibition	3	22,000	8.8778/patron	585,936
Concerts Tier 1	20	22,000	8.8778/patron	3,906,240
Concerts Tier 2	20	8,500	8.8778/patron	1,509,226
Community Events	15	4,500	8.8778/patron	599,251
Ancillary Uses	365	Varies[c]	Varies[c]	7,911,375
Landscape Irrigation[d]	208	96,508 sf	68.87/1,000 sf	1,382,368
			Gallons	**acre-ft**
Total Annual Water Demand for Programmed Events (88 days)			12,460,013	38.3
Total Annual Water Demand—Ancillary Uses			7,911,375	24.3
Total Annual Water Consumption—Landscape Irrigation			1,382,368	4.2
Estimated total Annual Water Demand Under Modified Project			21,753,756	67
Estimated Water Conservation (see Table 24 on page 186)			(2,749,204)	(8.4)
Historic Average Annual Water Demand (to be removed)			(3,909,783)[e]	(12.0)
Estimated Net Increase in Annual Water Demand Under Modified Project			15,094,769	46

sf = square feet

GPD = gallons per day

[a] *Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

[b] *In the event that the MLS team advances to the playoffs.*

[c] *See Table 22 on page 183.*

[d] *Assumes irrigation occurs 4 days per week.*

[e] *440,400 annual patrons * 8.8778 gal per patron*

Source: Langan Engineering and Environmental Services, Inc., 2015.

average year, single-dry year, and multiple-dry year period. Therefore, the Modified Project would be well within the available and projected water supplies for normal, single-dry, and multiple-dry years for the Modified Project build-out year, as such, LADWP would be able to meet the water demand for the Modified Project as well as existing and planned water demands of its future service area.

Table 24
Modified Project Estimated Annual Water Conservation

Event	Unit	Total Uses	Water Saving Factor (gal/use)	Total (gallons)
Stadium				
Water Closet	88 days	11,000	0.32	309,760
Urinals	88 days	11,000	0.50	484,000
Ancillary Uses	119,000 gsf	365 days	20%[a]	1,582,275
Landscape Irrigation				
Drip and Bubblers	96,508 sf	208 days	18.59/1,000 sf[b]	373,169
Estimated Annual Water Conservation—Irrigation Only				**373,169**
Total Estimated Annual Water Conservation in gallons/year				**2,749,204**
Total Estimated Annual Water Conservation in acre-ft/year				**8.4**

sf = square feet

gsf = gross square feet

GPD = gallons per day

[a] *Conservatively assumes code-required savings pursuant to City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Pursuant to Project Design Feature P-1, the Modified Project would exceed this reduction.*

[b] *Assumes 27-percent reduction. Los Angeles Department of Water and Power, Water Supply Assessment for the Convention and Event Center Project, January 3, 2012.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

LADWP's water supplies are facing challenges due to environmental concerns and litigation associated with LADWP's sources of water supply. Additionally, changes in hydrological conditions due to climate change could also have an impact on MWD's water supplies. However, along with MWD's water management and reliability initiatives, LADWP is committed to, as outlined in the 2010 Urban Water Management Plan, providing a reliable water supply for the City. The 2010 Urban Water Management Plan takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. The 2010 Urban Water Management Plan addresses the current and future State Water Project supply shortages. However, the 2010 Urban Water Management Plan specifically concludes that MWD's actions in response to the threats to the State Water Project will ensure continued reliability of its water deliveries. Furthermore, by focusing on demand reduction, LADWP will ensure that long-term dependence on MWD supplies will not be exacerbated by potential future

shortages. Additionally, water conservation and recycling will play an increasing role in meeting future water demands.

With regard to SB 610 requirements, conservatively using the Bureau of Sanitation wastewater generation rate for a one-bedroom dwelling unit of 110 gallons per day per dwelling unit, 500 residential units generate a demand of approximately 20,075,000 gallons of water per year, or 61.6 acre-ft. As discussed above, the net annual water demand for the Modified Project is well below this number. As such, consistent with the conclusions of the Certified EIR, a Water Supply Assessment is not required for the Modified Project pursuant to SB 610.

Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.2, Public Utilities—Water, of the Certified EIR), operational impacts with respect water supply and infrastructure capacity would be less than significant under the Modified Project. No mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to water supply and infrastructure capacity, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to water:

PDF P-1: The Modified Project would reduce indoor potable water demand by at least 20 percent below Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata.

The following mitigation measure was included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to water. This Mitigation Measure would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but has been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.2-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and

overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High-efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High-efficiency dual flush toilets in single-use bathrooms;
- High-efficiency urinals (~~0.5~~ 0.125 gallons per flush or less, includes waterless urinals);
- Restroom faucet flow rate of ~~1.5~~ 0.35 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of ~~2.0~~ 1.5 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High-efficiency clothes washers (water factor of 6.0 or less);
- High-efficiency dishwashers (ENERGY STAR rated);
- Use of tankless and on-demand water heaters as feasible;
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling; (Note: Single-pass cooling refers to the use of potable water to extract heat from process equipment)
- Irrigation system requirements:
  - Weather-based irrigation controller with rain shutoff;
  - Flow sensor and master valve shutoff (large landscapes);
  - Matched precipitation (flow) rates for sprinkler heads;
  - Drip/microspray/subsurface irrigation where appropriate;
  - Minimum irrigation system distribution uniformity of 75 percent;

  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
  - Use of landscape contouring to minimize precipitation runoff;
- Metering:
  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);
- Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.

(c) Solid Waste

The Certified EIR for the Original Stadium Project determined that the amount of solid waste generated during construction and operation of the Original Stadium Project would fall within the available permitted capacity of area landfills and recycling centers (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR). Therefore, the Certified EIR concluded that solid waste impacts associated with construction and operation would be less than significant. The thresholds on which this analysis was based are stated on pages IV.I-30–IV.I-31 of the Certified EIR. Although impacts would be less than significant, the Certified EIR included Mitigation Measures I.4-1 and I.4-2, which requires implementation of recycling programs during construction and operation, respectively, to further ensure that potential solid waste impacts remain less than significant.

As stated in the Certified EIR, construction of the Original Stadium Project would require the demolition of the existing Sports Arena. The Certified EIR estimated that approximately 5.4 million cubic feet of debris would be generated from this activity. Construction debris from building activities would also be generated included concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The Certified EIR concluded that the amount of solid waste generated during construction would fall within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with demolition and construction debris would be less than significant under the Original Stadium Project.

Like the Original Stadium Project, the Modified Project would require the demolition of the existing Sports Arena. The estimated amount of demolition debris from the Sports Arena (5.4 million cubic feet of debris according to the Certified EIR) would not change

under the Modified Project. As shown in Table 25 on page 191, construction of the Modified Project's stadium and Ancillary Uses would generate an estimated 1,478 tons of solid waste. Combined with the demolition of the Sports Arena, which was addressed in the Certified EIR but is provided herein for informational purposes, Modified Project demolition and construction activities would generate a total of 121,478 tons of solid waste. This estimate is conservative in that it does not account for implementation of Project Design Feature P-2, which reflects the Modified Project's commitment to utilize building materials with at least 20 percent recycled-contents. Additionally, pursuant to revised Mitigation Measure I.4-1, the Modified Project would implement a construction waste management plan to achieve a minimum 75-percent diversion from landfills, which exceeds the City of Los Angeles Green Building Code (Ordinance No. 181,480) requirement of 50 percent. Mitigation Measure I.4-1 from the Certified EIR has been incorporated into the Modified Project's MMP included as Appendix A to this Addendum, and has been revised to reflect the specific diversion rate that would be implemented under the Modified Project. Therefore, following the implementation of this measure, a total of approximately 30,370 tons of construction and demolition waste from the Modified Project would be disposed of in area landfills that accept construction and demolition waste generated within the City of Los Angeles. As shown in Table 26 on page 192, the combined estimated remaining permitted capacity of these landfills is 156.28 million tons. The Modified Project's estimated generation of construction and demolition waste would represent approximately 0.02 percent of this total. Therefore, the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's construction and demolition-related solid waste disposal needs. Accordingly, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during construction would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-1 and Project Design Feature P-2. No additional mitigation measures are required.

With respect to solid waste generated during operation, the Certified EIR concluded that implementation of the Original Stadium Project would not result in a substantial change in the amount of solid waste generated at the Project Site on an event day because the Original Stadium Project would redevelop the Project Site with the same general use (i.e., sports stadium) that currently exists on-site, and maximum attendance of the stadium would be within historic attendance levels of the Sports Arena. Therefore, the Certified EIR concluded that any additional solid waste generated by the Original Stadium Project would not result in significant impacts on solid waste services.

As is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of 22,000 seats. Therefore, impacts associated with the stadium portion of the Modified

Table 25
Demolition and Construction Waste Generated by the Modified Project

Land Use	Size (gsf)	Generation Rate[a] (lbs/sf)	Total (tons)
Demolition			
Sports Arena	—	—	120,000[b]
Construction			
MLS Stadium	641,000	3.89	1,247
Ancillary Uses			
Conference Facilities	10,000	3.89	19
Museum	40,000	3.89	78
Team Store	15,000	3.89	29
Retail	15,000	3.89	29
Restaurant	14,000	3.89	27
Office	25,000	3.89	49
Subtotal for Construction	—	—	*1,478*
Total (prior to recycling)			**121,478**
Total (after 75 percent recycling)			**30,370**

gsf = gross square feet

lbs = pounds

[a] *U.S. Environmental Protection Agency, Report No. EPA530-98-010, Characterization of Building-Related Construction and Demolition Debris in the United States, June 1998.*

[b] *Based on information in the Certified EIR (i.e., 5.4 million cubic feet) and applying a conversion factor of 1,200 lbs/cubic yard for construction and demolition waste (Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2013 Annual Report, Permitted Large Volume Solid Waste Transfer and Processing Facilities in Los Angeles County in 2013, Appendix E-4).*

Source: Eyestone Environmental, 2015.

Project would not change compared to levels analyzed in the Certified EIR. However, the Modified Project would include additional Ancillary Uses, which would operate in conjunction with the stadium on event days and could increase solid waste generation on maximum generation days as compared to levels analyzed in the Certified EIR. As shown in Table 27 on page 193, the Modified Project's Ancillary Uses would have the potential to generate an additional 348 tons of solid waste per year. This estimate is conservative as it does not account for the solid waste reduction features provided for in Project Design Feature P-3, below, or implementation of Mitigation Measure I.4-2 in the Certified EIR, which requires implementation of an on-site recycling plan to achieve an operational diversion rate of at least 40 percent. These measures are anticipated to substantially reduce solid waste generated by the Modified Project.

Table 26
Solid Waste Disposal and Estimated Remaining Capacity for Landfills That Serve the City of Los Angeles[a]

Landfill	Accepts Construction & Demolition Waste (Y/N)	Location	2013 Total Disposal (million tons)[b]	Estimated Remaining Permitted Capacity as of 12/31/13 (million tons)[c]
Class III				
Antelope Valley[d]	Y	Palmdale	0.463	12.01
Chiquita Canyon[e]	Y	Unincorporated	1.029	2.94
Lancaster[f]	Y	Lancaster	0.080	13.20
Sunshine Canyon City/County[g]	Y	Unincorporated	2.262	65.79
Class III Landfill Subtotal			*3.834*	*93.94*
Inert				
Azusa Land Reclamation	Y	Azusa	0.143	62.34
Inert Landfill Subtotal			*0.143*	*62.34*

[a] *Does not include the Calabasas Landfill, which is limited to accepting waste from within the Calabasas Wasteshed (as defined by Los Angeles County Ordinance No. 91-0003), which is composed of the incorporated cities of Hidden Hills, Agoura Hills, Westlake Village and Thousand Oaks; that portion of the City of Los Angeles bordered by the northerly line of Township 2 North on the north, Interstate Highway 405 on the east, Sunset Boulevard and the Pacific Ocean on the south, and the City boundary on the west; and certain unincorporated areas in the Counties of Los Angeles and Ventura.*

[b] *Disposal quantities are based on actual tonnages reported by owners/operators of permitted solid waste disposal facilities to the Los Angeles County Department of Public Works' Solid Waste Information Management System.*

[c] *Estimated Remaining Permitted Capacity is based on landfill owner/operator's response in a written survey conducted by the Los Angeles County Department of Public Works in May 2013 as well as site-specific permit criteria established by local land use agencies.*

[d] *Proposed expansion approved in 2011, which increased capacity by approximately 9 million tons.*

[e] *Proposed expansion pending, which would increase capacity by approximately 48 million tons. Land Use Permit (LUP) limits waste disposal to 30,000 tons per week. LUP expires November 24, 2019.*

[f] *A new Conditional Use Permit (CUP) that allowed usage of the remaining design capacity of 12.3 million tons became effective on December 14, 2011.*

[g] *The combined Sunshine Canyon City/County Landfill became effective December 31, 2008, based on a memorandum of understanding between the City of Los Angeles and the County.*

Source: Eyestone Environmental, 2015, based on information from County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2013 Annual Report, May 2015.

As shown in Table 26, based on information provided in the Los Angeles County Integrated Waste Management Plan 2013 Annual Report, the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated

Table 27
Additional Solid Waste Potentially Generated by the Modified Project

Land Use	Size (sf)	Employees[a]	Solid Waste Generation Factor[b] (tons/unit/year)	Waste Generation (tons/year)
Conference Facilities	9,000	24	0.37	9
Office	21,250	102	0.37	38
Museum	36,000	49	1.87	92
Team Store and Other Retail	27,750	75	1.52	114
Restaurant	11,900	32	2.98	95
Total				**348**

sf = square feet

[a] *Refer to Table X in Section IV.M, Population, Housing, and Employment, of this Addendum for the calculation of the Modified Project's employment estimate.*

[b] *City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002. Waste generation factors are for: "Services—Business" (Conference Facilities and Office uses); "Other Industries" (Museum); "Retail—Remainder" (Team Store and Other Retail); and "Retail—Restaurants" (Restaurants).*

Source: Eyestone Environmental, 2015.

within the City of Los Angeles is estimated to be approximately 93.94 million tons. The estimated additional generation of 348 annual tons of solid waste from the Modified Project's Ancillary Uses would represent approximately 0.0004 percent of this total each year. Furthermore, the additional solid waste disposal associated with the Modified Project's Ancillary Uses would represent approximately 0.009 percent of the City's annual solid waste disposal quantity at these landfills in 2013 (i.e., approximately 3.8 million tons, as shown in Table 26 on page 192). Therefore, the Modified Project's estimated increase in solid waste generation as compared to levels analyzed in the Certified EIR would increase the City's solid waste stream by a negligible amount, and the landfills that serve the Project Site would have sufficient capacity to accommodate the Modified Project's operational solid waste disposal needs. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.4, Public Utilities—Solid Waste, of the Certified EIR), impacts with respect to solid waste generation during operation would be less than significant under the Modified Project, and would be further reduced through implementation of Mitigation Measure I.4-2. No additional mitigation measures are required.

Based on the analysis above, the Modified Project would not result in any new significant impacts with respect to solid waste, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(i) Project Design Features and Mitigation Measures

The Modified Project would implement the following Project Design Features related to solid waste:

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content and shall be manufactured within a 500-mile radius of the Project Site.

PDF P-3: During operation, the Modified Project shall:

- Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control.
- Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria:
  - Bio-based materials and/or chemicals
  - Minimal presence of exposure to potentially harmful chemicals
  - No Volatile Organic Compounds (VOC)
  - Biodegradable
  - Non-toxic
  - Low flammability

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to solid waste. These Mitigation Measures would continue to be implemented as part of the Modified Project and have been incorporated into the MMP for the Modified Project included in Appendix A of this Addendum, but have been revised as follows to reflect the specific solid waste diversion commitment of the Modified Project:

EIR Mitigation Measure MM I.4-1: The ~~Project~~ Applicant shall develop a construction and demolition debris recycling program to divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills.

EIR Mitigation Measure MM I.4-2: The ~~Project~~ Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.

(d) Energy

The Certified EIR for the Original Stadium Project concluded that impacts with respect to energy conservation would be less than significant under the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR). The thresholds on which this analysis was based are stated on page IV.I-23 of the Certified EIR. Specifically, the Certified EIR determined that energy demands during construction would be typical of construction projects for similarly sized projects and would not necessitate additional energy facilities or distribution of infrastructure. During operation, peak and average electricity and natural gas demand from the Project Site would not increase compared to the existing conditions since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR concluded that the existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy conservation would be less than significant.

As discussed in the Certified EIR, electricity is supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP). LADWP generates power from a variety of energy sources including hydropower, coal, gas, nuclear sources, and renewable resources such as wind, solar, and geothermal sources. According to LADWP's 2014 Power Integrated Resource Plan, LADWP has a net dependable generation capacity greater than 7,639 megawatts (MW).[100] During the 2013 fiscal year, the most recent year for which data is available, LADWP delivered a total of approximately 23.5 million megawatt-hours (MWh) of electricity to its customers.[101] Approximately 23 percent of

[100] *LADWP, 2014 Power Integrated Resource Plan, Section 1, Introduction, page 17, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[101] *LADWP, Power Facts and Figures, www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factand figures?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466462244888847, accessed August 11, 2015.*

LADWP's 2013 electricity purchases were from renewable sources, compared to 19 percent statewide.[102]

The Project Site is served by multiple underground electrical service conduit distribution systems along South Coliseum Drive, Martin Luther King, Jr. Boulevard, and Figueroa Street. There is also a series of above-ground power poles along the east side of Hoover Street. These poles support overhead power lines along Hoover Street and east along the southern limits of the Project Site, terminating just east of the existing VIP parking lot. At the point of termination, two underground conduits stem from the power pole, providing primary power to the Sports Arena.

As discussed in the Certified EIR, natural gas is supplied to the Project Site by the Southern California Gas Company (SCG). SCG receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.[103] Gas supply available to SCG from all sources was approximately 2.8 billion cubic feet (cf) per day in 2013 (the most recent year for which data are available).[104]

The Project Site is adjacent to several existing SCG mains as follows:

- 3-inch diameter lateral servicing the existing Sports Arena;
- 4-inch diameter main in South Coliseum Drive just north of the intersection with South Park Drive; and
- 12-inch diameter gas main in Martin Luther King, Jr. Boulevard.

Energy demands are also generated by mobile sources. According to the California Energy Commission, transportation accounts for nearly 40 percent of California's total energy consumption.[105] In 2013, California consumed 14.53 billion gallons of gasoline and

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[102] *LADWP, 2014 Power Integrated Resource Plan, Table D-1, LADWP's 2013 Power Content Label, page D-18, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 11, 2015.*

[103] *California Gas and Electric Utilities, 2014 California Gas Report, pages 76-77, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[104] *California Gas and Electric Utilities, 2014 California Gas Report, page 30, www.socalgas.com/regulatory/documents/cgr/2014-cgr.pdf, accessed August 11, 2015.*

[105] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

2.74 billion gallons of diesel fuel.[106] Petroleum-based fuels currently account for 92 percent of California's transportation energy sources.[107] Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined. The California Energy Commission predicts that the demand for gasoline will continue to decline over the next ten years and there will be an increase in the use of alternative fuels.[108]

(i) Construction

As stated in the Certified EIR, during construction, energy would be consumed during the demolition, excavation, and construction phases of the Original Stadium Project. The Certified EIR determined that energy demands during construction would be typical of construction projects of similar types and sizes and would not necessitate additional energy facilities or distribution infrastructure. Therefore, the Certified EIR concluded that energy demands during construction would be less than significant. The Modified Project includes design changes to the proposed stadium and additional construction associated with the proposed Ancillary Uses. Therefore, the Modified Project could result in additional energy consumption during the construction phases beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the construction-related energy consumption of the entire Modified Project, including the proposed stadium.

As shown in Table 28 on page 198, approximately 59,767 kWh of electricity, approximately 121,516 gallons of gasoline, and approximately 217,244 gallons of diesel fuel would be consumed during Modified Project construction. Electricity would be consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. Overall, construction activities associated with the Modified Project would require limited electricity use that would not have an adverse impact on available electricity supplies. Construction activities typically do not involve the consumption of natural gas. The petroleum-based fuel use summary provided in Table 28 represents the highest amount of energy that could be

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[106] *California Board of Equalization, Net Taxable Gasoline Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/MVF_10_Year_Report.pdf; and Net Taxable Diesel Gallons 10 Year Report, www.boe.ca.gov/sptaxprog/reports/Diesel_10_Year_Report.pdf, accessed August 11, 2015.*

[107] *California Energy Commission. 2015–2016 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program, November 2014, www.energy.ca.gov/2014publications/CEC-600-2014-009/CEC-600-2014-009-SD.pdf, accessed August 11, 2015.*

[108] *California Energy Commission, 2013 Integrated Energy Policy Report, www.energy.ca.gov/2013publications/CEC-100-2013-001/CEC-100-2013-001-CMF.pdf, accessed August 11, 2015.*

Table 28
Summary of Energy Use During Modified Project Construction

	Unit	Modified Project
Electricity		
Water Conveyance	kWh	59,767
Construction Activities	kWh	N/A[b]
Total	**kWh**	**59,767**
Gasoline		
On-Road Vehicles	Gallons	121,516
Off-Road Equipment	Gallons	0
Total	**Gallons**	**121,516**
Diesel		
On-Road Vehicles	Gallons	102,393
Off-Road Equipment	Gallons	114,852
Total	**Gallons**	**217,244**

kWh = kilowatt hours

[a] *Energy usage during Project construction is calculated for the duration of the construction period.*

[b] *Electricity usage associated with lighting during construction and other construction activities necessitating electrical power is not easily quantifiable. Such electricity demand would be nominal and temporary and would cease upon the completion of construction.*

Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

consumed during Modified Project construction. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Consistent with the conclusions in the Certified EIR, energy demands during Modified Project construction would be typical of construction projects of similar types and sizes, and would not necessitate additional energy facilities or distribution infrastructure. Thus, the Modified Project's consumption of electricity and transportation-fuel would continue to be temporary and typical of similarly sized construction projects. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to construction-related energy demand would be less than significant under the Modified Project. No mitigation measures are required.

(ii) Operation

The Certified EIR determined that peak and average electricity and natural gas demand from the Project Site would not increase since average and maximum attendance levels at the Project Site under the Original Stadium Project would be substantially similar to existing conditions (i.e., operation of the Sports Arena). Therefore, the Certified EIR determined that existing electricity and natural gas infrastructure and supplies would be able to accommodate the Original Stadium Project's energy demand, and impacts related to energy would be less than significant. While impacts would be less than significant, the Certified EIR included mitigation measures to reflect LADWP-recommended energy efficiency features, which would further reduce impacts. As the Modified Project includes design changes to the proposed stadium, changes to the stadium's operational program, and additional construction associated with the Ancillary Uses, the Modified Project could result in additional energy consumption beyond levels analyzed in the Certified EIR. Accordingly, the analysis below presents an estimate of the operational-related energy consumption of the entire Modified Project, including the proposed stadium.

Operational impacts related to energy are assessed in terms of both peak daily consumption (in relation to infrastructure capacity) and annual consumption (in relation to supplies and overall energy efficiency). With regard to peak daily consumption, as is the case under the Original Stadium Project, the Modified Project would replace the existing Sports Arena with an MLS stadium with a permanent seating capacity of approximately 22,000 seats, which is within the historic peak attendance level of the Sports Arena (i.e., a maximum attendance of 55,132 attendees was recorded in 2009, as shown in Table II-3 in the Certified EIR). In addition, the Modified Project would implement energy conservation features under the Los Angeles Green Building Code that were not required when the Original Stadium Project was approved. Therefore, energy impacts with respect to the stadium portion of the Modified Project during a maximum activity day (i.e., event day) would not represent a substantial increase in energy consumption compared to existing conditions, consistent with the Certified EIR's analysis.

However, additional event-day electricity and natural gas consumption beyond levels analyzed in the Certified EIR would result from concurrent operation of the Ancillary Uses proposed as part of the Modified Project. Although the estimated electricity and natural gas consumption of the stadium would not change compared to levels analyzed under the Certified EIR, for informational purposes, this analysis presents the estimated peak daily electricity and natural gas consumption of the entire Modified Project, including the stadium component, on an event day.

As shown in Table 29 and Table 30 on pages 200 and 201, the Modified Project's total estimated electricity demand on an event day would be approximately

Table 29
Modified Project Event Day Electricity Consumption

Facility Description	Quantity	Consumption Rate (kWh/unit/year)[a]	Total Average (kWh/day)[b]
Original Stadium Project Uses			
Stadium	253,400 gsf	53.30[c,d]	37,003
Additional Ancillary Uses Under Modified Project			
Conference Facilities	10,000 gsf	10.5[e]	288
Museum	40,000 gsf	10.5[e]	1,151
Team Store and Other Retail	30,000 gsf	13.55	1,114
Restaurant	14,000 gsf	47.45	1,820
Office	25,000 gsf	12.95	887
Subtotal Additional Uses			*5,260*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**42,263**

gsf = gross square feet

[a] *Usage Factors are based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Uses higher "event day" consumption rate for stadium as the stadium would consume more electricity on event days compared to non-event days.*

[d] *Corresponding rate not available for this land use. Therefore, the highest rate, "Food Store," was applied.*

[e] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

42,263 kilowatt-hours (kWH), of which 37,003 kWh would be associated with the stadium and 5,260 kWh would be associated with the proposed Ancillary Uses. The Modified Project's total estimated natural gas demand on an event day would be approximately 140 therms[109] per day, of which 16 therms would be associated with the outdoor stadium and 124 therms would be associated with the proposed Ancillary Uses. To provide a conservative analysis, these estimates are based on gross square footage (rather than floor area). Furthermore, they conservatively do not account for implementation of the energy conservation features discussed below.

[109] *1 Therm = 100,000 British thermal units (Btu) = 100 cubic foot (sf).*

Table 30
Modified Project Event Day Natural Gas Consumption

Facility Description	Quantity	Consumption Rate (therms/sf/year)[a]	Total Average (therms/day)[b]
Original Stadium Project Uses			
Stadium	25,340 gsf[c]	0.23	16
Additional Ancillary Uses Under Modified Project			
Conference Facilities[d]	10,000 gsf	0.23	6
Museum[d]	40,000 gsf	0.23	25
Team Store and Other Retail	30,000 gsf	0.05	4
Restaurant	14,000 gsf	2.10	81
Office	25,000 gsf	0.11	8
Subtotal Additional Uses			*124*
Total Modified Project Demand—Event Day (Stadium and Ancillary Uses)			**140**

gsf = gross square feet

[a] *Usage Factors are based on Table 8-5 of California Commercial End-Use Survey, March 2006. 1 Therm = 100,000 Btu = 100 cubic foot.*

[b] *Annual consumption/365 days per year.*

[c] *Based on the Infrastructure Report included in Appendix R of this Addendum. Assumes 10 percent of stadium consumes gas (typical of open-air sports arenas).*

[d] *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate was applied.*

Source: Langan Engineering and Environmental Services, Inc., 2015.

According to the Infrastructure Report, off-site electrical and natural gas service is available for the Project Site, and LADWP and SCG have confirmed that existing infrastructure has adequate capacity to serve the peak demand of the Modified Project (see Appendix R, Infrastructure Report). As stated in the Certified EIR, depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Applicant may be financially responsible for some on-site infrastructure improvements. Such improvements may include installation of meters and/or service lateral connections, or the relocation of service laterals or the undergrounding of power lines necessary to serve the Project Site. Therefore, consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to electricity and natural gas infrastructure would be less than significant under the Modified Project. No mitigation measures are required.

While the stadium's energy demand on an event day would be substantially the same as that of the Original Stadium Project (i.e., comparable or less than existing event-

day demand under the Sports Arena), the number of events held at the stadium on an annual basis could increase under the Modified Project as compared to levels projected under the Original Stadium Project. As shown in Table II-2 and Table II-3 in Section II, Project Description, of the Certified EIR, the existing Sports Arena hosts an average of 69 events a year (29 weekday events and 40 weekend events). Based on the programming proposed for the Modified Project, up to 88 stadium events could occur each year. In addition, the proposed Ancillary Uses would be operational up to seven days a week. Therefore, the following analysis estimates the annual operational energy consumption for the entire Modified Project to assess (1) whether adequate energy supplies are available to serve the Modified Project, and (2) the extent to which the Modified Project would incorporate energy conservation features to avoid wasteful, inefficient, and unnecessary consumption of energy. In accordance with Appendix F of the CEQA Guidelines, the estimate of the Modified Project's annual energy consumption includes estimated transportation energy consumption.

As shown in Table 31 on page 203, a total of approximately 5,019,673kWh of electricity, approximately 50,978 therms of natural gas, approximately 1,057,248 gallons of gasoline, and approximately 180,542 gallons of diesel fuel would be consumed annually during Modified Project operation. The annual electricity and natural gas shown in Table 31, reflects the Modified Project's consumption of electricity and natural gas after implementation of project design features, regulatory requirements, and mitigation measures, which are provided below. The Modified Project would comply with the required measures of the 2013 Los Angeles Green Building Code and implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). The 2013 CALGreen Code (applicable to the Modified Project) is anticipated to be 30 percent more efficient than the 2008 Title 24 (applicable to the Original Stadium Project) for nonresidential construction.[110] Therefore, while the Modified Project would represent an increase in annual energy consumption over existing conditions with the Sports Arena due to the additional number of events and proposed Ancillary Uses, the Modified Project would be more energy efficient than both the Sports Arena and the Original Stadium Project. With regard to transportation energy consumption, the gasoline and diesel fuel usage estimates provided reflect internalization and the use of transit by people visiting the Project Site. In particular, the Expo Light Rail Line had not been completed when the

[110] *California Energy Commission, Energy Commission Approves More Efficient Buildings for California's Future, May 31, 2012, www.energy.ca.gov/releases/2012_releases/2012-05-31_energy_commission_approves_more_efficient_buildings_nr.html, accessed August 10, 2015.*

Table 31
Summary of Annual Energy Use During Modified Project Operation

	Unit	Existing Sports Arena[a]	Modified Project Without Project Features[b,c]	Modified Project With Project Features	Percent Reduction from Project Features	Net Annual Energy Use
Electricity						
Electricity (building)	kWh/Year	2,207,477	6,012,376	4,809,901	-20%	2,602,424
Electricity (water)	kWh/Year	41,242	239,793	209,772	-13%	168,530
Total Electricity	kWh/Year	2,248,719	6,252,169	5,019,673	-20%	2,770,954
Natural Gas	Therms	48,316	50,978	50,978	0%	2,662
Mobile						
Gasoline	Gallons	277,274	1,464,954	1,057,248	-28%	779,974
Diesel	Gallons	47,349	250,164	180,542	-28%	133,193

[a] *Assumes 69 events per year, consistent with the Certified EIR.*
[b] *Based on the Infrastructure Report included in Appendix R of this Addendum.*
[c] *Assumes 88 events per year, pursuant to the Modified Project program.*
Source: Eyestone Environmental, 2015. Calculation worksheets are provided in Appendix S of this Addendum.

Original Stadium Project was analyzed in the Certified EIR. This rail line now provides substantial access to the Project vicinity via public transit and provides a substantial source of conservation of transportation energy. As shown in Table 31 on page 203, the Modified Project's conservation features would result in a reduction of energy use of 12 to 20 percent. Therefore, the Modified Project would not result in the wasteful, inefficient, or unnecessary consumption of energy.

With respect to energy supplies, the Modified Project would result in a net increase in 2,770,954 kWh/year in electricity consumption when accounting for the removal of the existing Sports Arena. Based on LADWP's 2014 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in 2018 (the Modified Project's buildout year) will be 22,807 gigawatt-hours (GWh) of electricity.[111,112] As such, the Modified Project-related net increase in annual electricity consumption of 2,770,954 kWh/year would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018. Therefore, it is anticipated that LADWP's existing and planned electricity supplies would be sufficient to support the Modified Project's electricity demand. Impacts would be less than significant and no mitigation is required.

As stated above, the Modified Project's estimated net increase in annual gas consumption is 50,978 therms. Based on the California Energy Commission's staff demand forecast for the 2014–2024 period, annual natural gas supply within SoCalGas's service area is estimated to be approximately 7,161 million therms in 2018. [113,114] Therefore, the Modified Project would account for approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area. Therefore, it is anticipated that SCG's existing and planned natural gas supplies would be sufficient to support the Modified Project's net increase in demand for natural gas. Impacts would be less than significant and no mitigation is required.

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[111] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[112] *LADWP, 2014 Power Integrated Resource Plan, Appendix A, Table A-1, www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=10f8usiiei_38&_afrLoop=1466297694517747, accessed August 5, 2015.*

[113] *Demand was interpolated between 2015 and 2020 estimates.*

[114] *The California Energy Commission's forecast includes three scenarios: a high energy demand case, a low energy demand case, and a mid energy demand case. The consumption forecast for the low energy demand case is used in this calculation to provide a conservative analysis of the Project (i.e., the Project would represent a greater percentage of overall demand under this scenario). California Energy Commission, Commission Final Report, California Energy Demand 2014–2024 Final Forecast, January 2014, p. 63, www.energy.ca.gov/2013publications/CEC-200-2013-004/CEC-200-2013-004-V1-CMF.pdf, accessed August 12, 2015.*

Based on the analysis above, and consistent with the conclusions in the Certified EIR for the Original Stadium Project (refer to Section IV.I.3, Public Utilities—Energy Conservation, of the Certified EIR), impacts with respect to operational-related energy demand would be less than significant under the Modified Project. Accordingly, the Modified Project would not result in any new significant impacts with respect to operational-related energy demand, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(iii) Project Design Features and Mitigation Measures

The Modified Project would incorporate sustainability as part of its key design and operation criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code (2013), which incorporates the CALGreen Code into Chapter IX of the LAMC, in effect at the time of the Modified Project's permit application. The Modified Project would also be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

The Modified Project would also implement the following Project Design Features related to energy conservation:

PDF P-4: The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf.

PDF P-5: The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program.

The following mitigation measures were included in the Certified EIR to further reduce the Original Stadium Project's less-than-significant impacts with respect to energy. These mitigation measures would continue to be implemented as part of the Modified Project and has been incorporated into the MMP for the Modified Project included in

Appendix A of this Addendum, but have been revised as follows to reflect current City conservation requirements:

EIR Mitigation Measure MM I.3-1: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

EIR Mitigation Measure MM I.3-2: The ~~Project~~ Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air conditioning equipment in accordance with building demands; ~~and~~
- The isolation of air conditioning to any selected floor to floors; and
- Where feasible, reduce building conditioning load by reducing the amount of conditioned building area.

EIR Mitigation Measure MM I.3-3: The ~~project~~ Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted.

EIR Mitigation Measure MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from buildings, via ceiling plenum, shall be used to reduce cooling loads in warm weather.

EIR Mitigation Measure MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

EIR Mitigation Measure MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. ~~Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.~~

EIR Mitigation Measure MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the

issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

EIR Mitigation Measure MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

EIR Mitigation Measure MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated.

EIR Mitigation Measure MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible:

- Exterior walls abutting to conditioned spaces: R-60
- Roof areas abutting conditioned spaces: R-80[115]

EIR Mitigation Measure MM I.3-11: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

EIR Mitigation Measure MM I.3-12: The ~~Project~~ Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.

EIR Mitigation Measure MM I.3-13: The ~~Project~~ Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

EIR Mitigation Measure MM I.3-14: The ~~Project~~ Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

EIR Mitigation Measure MM I.3-15: The ~~Project~~ Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption

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[115] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

EIR Mitigation Measure MM I.3-16: The ~~Project~~ Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

EIR Mitigation Measure MM I.3-17: Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

EIR Mitigation Measure MM I.3-18: The ~~Project~~ Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

EIR Mitigation Measure MM I.3-19: Design Project shall focus pedestrian activity within sheltered outdoor areas.

Q. Cumulative Impacts

CEQA requires that the analysis of potential project impacts include cumulative impacts. CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts."[116] This analysis of cumulative impacts need not be as in-depth as what is performed relative to the project, but instead is to "be guided by the standards of practicality and reasonableness."[117]

The Certified EIR analyzed the potential cumulative impacts of the Original Stadium Project (see Section IV.K, Cumulative Impacts, in the Certified EIR). The Certified EIR's analysis of cumulative impacts was based on a list of individual related projects in the Project Site area that were known at the time the Certified EIR was prepared (see Table IV.K-1 on page IV.K-2 of the Certified EIR). The Certified EIR analysis concluded that the Original Stadium Project would result in significant and unavoidable cumulative impacts with respect to construction-related air quality, and less than significant cumulative impacts with respect to aesthetics, operational air quality, GHG emissions, historic resources, land use, noise, fire protection, wastewater, water, electricity, natural gas, solid waste, parking, and traffic. Cumulative impacts with respect to agriculture and forestry resources, biological resources, archaeological and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population/housing/employment, police services, schools, parks and recreational facilities, libraries, and construction traffic were not assessed in detail in the Certified EIR.

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[116] *State CEQA Guidelines, 14 California Code of Regulations, § 15355, et seq.*

[117] *Ibid, § 15355.*

An updated list of related projects in the Project Site vicinity is provided in Table 4 in the Modified Project Transportation Report included in Appendix P-1 of this Addendum. As the following analysis indicates, the Modified Project would not result in new significant cumulative impacts or increase the severity of significant cumulative impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project's cumulative impacts is necessary.

- *Aesthetics*—Impacts to aesthetics resources have the potential to be cumulatively considerable if a project's development in conjunction with related project development were to substantially block existing views of visual resources or negatively alter the visual character of the area. As analyzed above, views of visual resources would not be significantly impacted by the Modified Project. In addition, new buildings constructed as part of the Modified Project would be compatible with existing buildings within the Project Site vicinity. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures. No other related projects are immediately adjacent to or within the Modified Project's primary viewsheds. Accordingly, none of the related projects when viewed with the Modified Project would have the potential to adversely affect views or the visual character of the area. Further, through the environmental review and/or plan check processes, related projects would be reviewed on a case-by-case basis by the City and/or Coliseum Commission to ensure that they comply with applicable LAMC requirements regarding building heights, setbacks, massing, and lighting. Thus, consistent with the Certified EIR analysis, cumulative impacts associated with aesthetics would be less than significant.

- *Agriculture and Forestry Resources*—The Project Site area is highly urbanized and no agricultural or forestry lands or uses exist. Implementation of the Modified Project and related projects in the Project Site vicinity would not convert farmland to non-agricultural use or result in the loss of forest land. Thus, no cumulative impacts related to agricultural resources or forestry resources would occur.

- *Air Quality*—As stated in the Certified EIR, according to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed above, impacts with respect to regional air emissions during construction would be significant and unavoidable under the Modified Project,

albeit less than levels analyzed in the Certified EIR. Therefore, consistent with the analysis in the Certified EIR for the Original Stadium Project, cumulative impacts related to construction air quality would be significant and unavoidable under the Modified Project. However, the Modified Project's contribution to cumulative impacts would be reduced compared to that of the Original Stadium Project.

As stated in the Certified EIR, according to SCAQMD methodology for assessing cumulative operational impact, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the region is in non-attainment under an applicable federal or State ambient air quality standard. As discussed above, operational air quality impacts under the Modified Project would be less than significant at the project level. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts would be less than significant under the Modified Project.

- *Biological Resources*—As discussed above, the Modified Project would result in less-than-significant impacts associated with biological resources. The Project Site vicinity is highly urbanized and no special status species, wetlands, or habitats supporting such resources are located in the Project Site vicinity. Therefore, it is not anticipated any of the related projects in the Project Site vicinity would significantly impact biological resources. Related projects would also be required to comply with both the City of Los Angeles' Protected Tree Ordinance, as well as the provisions of the Street Tree Ordinance and the Migratory Bird Treaty Act. Thus, cumulative impacts related to biological resources would be less than significant.

- *Cultural Resources*—The Project Site vicinity is located within an urbanized area that has been substantially disrupted over time. In the event that archaeological and/or paleontological resources are uncovered, each related project would be required to comply with regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of archeological and paleontological resources. Thus, the Modified Project would not contribute to any cumulative impacts associated with archaeological or paleontological resources.

  With regard to historic resources, as discussed above, like the Original Stadium Project, the Modified Project would result in significant and unavoidable project-related impacts to historic resources due to the demolition of the existing Sports Arena. Impacts on the adjacent Coliseum would be less than significant because the Modified Project has been designed in a manner so as not to interfere with the historical integrity of the Coliseum. Impacts to historic resources are generally site-specific, and related to the proximity of a given project to an

identified historic resource. As previously discussed, the two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. Due to the distance between these sites and the Project Site, as well as intervening landscape, the extent to which these related projects may be visible within viewsheds of the Project Site, as well as viewsheds of the Project Site and the Coliseum, is anticipated to be minimal. Furthermore, as expansions of the existing museums, these related projects would be designed to be compatible with the existing California African American Museum and the California Science Center structures, as well as the Coliseum and other identified historic resources within Exposition Park. Additionally, these related projects do not involve historic resources that are significant within the same historic context as the Sports Arena. Therefore, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative impacts to historic resources would be less than significant.

- *Geology and Soils*—Due to their site-specific nature, geology impacts are typically assessed on a project-by-project basis for a particular localized area. Cumulative development has the potential to expose a greater number of people to seismic hazards, depending on the geologic conditions in a given area. As discussed above, the Project Site is generally flat in nature, does not contain known active faults, and is not within a mapped liquefaction potential investigation zone, mapped landslide area, or Methane Zone. It is therefore expected that related projects in the immediate vicinity of the Project Site would have similar geologic conditions, such that cumulative development would not have the potential to impose substantial safety risks to people, structures or infrastructure. However, as with the Modified Project, related projects would be subject to local, State, and federal regulations and standards for seismic safety to ensure potential impacts would be avoided. Thus, cumulative impacts related to geology and soils would be less than significant.

- *Greenhouse Gas Emissions*—As evaluated above, the Modified Project would not result in significant greenhouse gas emissions. Further, the analysis of greenhouse gas emissions is cumulative in nature. Thus, the Modified Project would not result in significant cumulatively considerable impacts associated with greenhouse gas emissions, consistent with the Certified EIR analysis for the Original Project. Cumulative impacts would be less than significant.

- *Hazards and Hazardous Materials*—As with the Modified Project, all related development located within the vicinity of the Project Site would be subject to local, regional, State, and federal regulations pertaining to hazards and hazardous materials. Therefore, with adherence to such regulations, development of the Modified Project and related projects would not result in cumulatively significant impacts with regard to hazards and hazardous materials.

- *Hydrology and Water Quality*—Related projects could potentially result in an increase in surface water runoff and contribute point and non-point source pollutants to nearby water bodies. However, as with the Modified Project, related projects would be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs for construction projects greater than 1 acre, compliance with SUSMP requirements during operation and compliance with other local requirements pertaining to hydrology and surface water quality. It is anticipated that related projects would be evaluated on an individual basis by City of Los Angeles Department of Public Works to determine appropriate BMPs and treatment measures to avoid significant impacts to hydrology and surface water quality. Furthermore, as discussed above, the Modified Project would not increase runoff from the Project Site as compared to existing conditions or provide for uses that generate substantial pollutants. Therefore, the Modified Project's hydrology/water quality impacts would not be cumulatively considerable, and cumulative impacts related to hydrology/water quality would be less than significant.

- *Land Use and Planning*—As with the Modified Project, related projects would be reviewed on a case-by-case basis to ensure consistency with existing land use policies and regulations. Where inconsistencies occur, it is anticipated that appropriate actions would be undertaken to ensure that land use impacts would be less than significant. Furthermore, no related projects that could cause land use incompatibility are known to be located within Exposition Park or in the immediate vicinity of the Project Site. Thus, consistent with the Certified EIR analysis for the Original Stadium Project, cumulative land use impacts would be less than significant.

- *Mineral Resources*—As the Project Site is not located within a mineral producing area, the Modified Project would not result in the loss of a locally-important mineral resource recovery site. Furthermore, no mineral resources or extraction operations for such resources occur in the Project Site vicinity. Therefore, cumulative impacts associated with the loss of mineral resources would not occur.

- *Noise*—Short-term cumulative construction-noise impacts in the immediate vicinity of the Project Site could occur if related projects in close proximity to the Project Site are under construction during the same time period as the Modified Project. As stated above, impacts with respect to construction noise would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. However, based on the distance between the related projects the Project Site and the presence of existing intervening structures, construction noise from the related projects would not be anticipated to combine with that of the Modified Project to a measureable extent. Furthermore, related projects would be required to comply with LAMC requirements related to construction noise, including limitations on hours when construction and demolition activities are allowed to occur, and would be

required to mitigate construction noise to the extent feasible pursuant to CEQA. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative construction noise impacts would be less than significant.

As discussed above, impacts with respect to operational stadium event noise (i.e., related to concerts, crowd noise including yelling and cheering, a public address system, amplified music, and announcements) would continue be significant and unavoidable under the Modified Project, consistent with the Certified EIR's analysis of the Original Stadium Project. The two nearest related projects are located in the northeastern portion of Exposition Park at the California African American Museum and the California Science Center. These projects involve interior expansions of the existing museum facilities, and are not anticipated to result in large, outdoor events that would occur simultaneously with events at the Project Site. Based on the distance between the related projects the Project Site and the presence of existing intervening structures, noise from outdoor crowds would not be anticipated to combine to result in significant cumulative impacts. Furthermore, the Applicant would coordinate with the California African American Museum and the California Science Center regarding the scheduling of events to minimize noise, traffic, and parking impacts to the extent feasible. Additionally, as described above, under existing conditions the Coliseum currently hosts outdoor events with approximately 93,000 attendees. Pursuant to Mitigation Measure J-1 in the Certified EIR, the Coliseum Commission is required to schedule events at the Coliseum and Sports Arena in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. Accordingly, noise from operations of the Modified Project in combination with noise from events at the Coliseum is not anticipated to result in a substantial increase above existing conditions. Further, the analysis of operational noise impacts in Section IV.L, Noise, on page 119 of this Addendum, which concluded that operational noise impacts associated with traffic would be less than significant, considers future traffic levels and is therefore cumulative by nature. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative operational noise impacts would be less than significant.

- *Population/Housing/Employment*—As discussed above, no residential population or housing units would be introduced by the Modified Project. In addition, the Project Site is located in an urbanized area with infrastructure that is already in place. Thus, the Modified Project would not induce substantial population growth or displace substantial numbers of people, and the Modified Project's impacts to population and housing would not be cumulatively considerable. In addition, while related projects would cumulatively increase population in the area, such increases are expected to be within City and SCAG growth forecasts. Thus, cumulative impacts associated with population and housing would be less than significant.

- *Public Services*—Development of the Modified Project in conjunction with related projects would cumulatively increase the demand for fire services. However, as discussed above, all three fire stations serving the Project Site area are achieving response times that are less than the Citywide average, and therefore can accommodate additional demand. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, all of the related project's plans would be reviewed by the LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD requirements and LAMC requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be below a level of significance. Therefore, consistent with the Certified EIR analysis for the Modified Project, cumulative impacts to fire protection would be less than significant.

  Development of the Modified Project in conjunction with related projects would also cumulatively increase the demand for police services. As discussed above, the Certified EIR determined that the Original Stadium Project's potential impacts to police services would be less than significant, and since the Certified EIR was approved the officer-to-resident ratio and staffing levels at the Southwest Area Police Station have improved and violent crimes and property crimes in the area have decreased. Therefore, while the Southwest Area Police Station can accommodate additional demand from cumulative development, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Modified Project and related projects would contribute. Moreover, it is anticipated that related projects would be reviewed by the LAPD to ensure that sufficient security measures would be implemented to reduce potential impacts to police protection services. Furthermore, given the Modified Project's proposed security design features, the Modified Project's contribution to cumulative impacts to police protection would not be cumulatively considerable and would be less than significant.

  As discussed above, payment of developer impact fees in accordance with Senate Bill 50 and pursuant to Section 65995 of the California Government Code

would ensure that the impacts of the Modified Project on school facilities would be less than significant. Related projects would also be required to pay the developer impact fee. As also discussed above, the Modified Project would not result in a significant impact on library services and facilities. In addition, much of the growth associated with the Modified Project and related projects is already accounted for in the service population projections made by the LAPL. Therefore, the Modified Project would not contribute to a cumulatively considerable impact with regard to schools and libraries. Cumulative impacts would be less than significant.

- *Recreation*—The Modified Project does not include residential uses that generate a direct need for recreational services. Furthermore, related projects would be required to provide open space and recreational amenities or comply with the parks and open space requirements established by the LAMC. Finally, the Modified Project is providing approximately 143,000 square feet of improved public open space within Exposition Park, which will provide new open space amenities for area residents, including new residents associated with related projects. Thus, cumulative impacts with respect to recreation would be less than significant.

- *Traffic*—As discussed in Section IV.O, Traffic/Transportation/Parking on page 149 of this Addendum, cumulative traffic impacts of the Modified Project in conjunction with related projects would be less than significant.

- *Water and Wastewater*—Due to shared urban infrastructure, the Modified Project and related projects would cumulatively increase wastewater generation and water consumption. However, utility system capacity must be demonstrated during the approval process for each related project. As the service providers conduct ongoing evaluations to ensure that facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant. Furthermore, the Modified Project's increase in average daily wastewater flow would represent approximately 0.02 percent of the current remaining available capacity of the Hyperion Treatment Plant, and the estimated net increase in water demand would comprise less than 0.008 percent of the water demand for the City in 2018. Therefore, the Modified Project's impacts with respect to wastewater treatment capacity and water supply would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Solid Waste*—The Modified Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the Modified Project's estimated increase in solid waste generation would represent approximately 0.0004 percent

of the total combined remaining disposal capacity for the Class III landfills that accept municipal solid waste generated within the City of Los Angeles. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, the Modified Project's impacts with respect to solid waste would not be cumulatively considerable, and cumulative impacts would be less than significant.

- *Energy*—Development of the Modified Project and related projects would increase the use of electricity and natural gas. Nevertheless, as required by the City Building Code, the Modified Project and all related projects would incorporate Title 24 Energy Efficiency Standards into their project design. In addition, new buildings would be subject to the requirements of the City's Green Building Ordinance which incorporates CALGreen requirements. Therefore, the Modified Project and related projects would achieve the highest standards of energy efficiency mandated by applicable regulations. Furthermore, as discussed above, the net increase in electricity and natural gas usage associated with the Modified Project would represent approximately 0.01 percent of LADWP's projected sales (i.e., supplies) in 2018 and approximately 0.001 percent of the 2018 forecasted consumption in SCG's planning area, respectively. Therefore, the Modified Project's impacts with respect to energy would not be cumulatively considerable, and cumulative impacts would be less than significant.

V. Conclusion

As demonstrated by the discussion above, all of the potential environmental impacts associated with the Modified Project would be within the envelope of impacts already evaluated in the Certified EIR for the Original Stadium Project. Therefore, the Modified Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, no further environmental analysis of the Modified Project is necessary. A revised MMP containing all Project Design Features and Mitigation Measures applicable to the Modified Project, including applicable mitigation measures from the Certified EIR analysis, is included as Appendix A to this Addendum.

Errata 1

Addendum to the EIR for the Los Angeles Memorial Sports Arena Redevelopment Project

A. Background and Introduction

An Environmental Impact Report (EIR) for the Los Angeles Memorial Sports Arena Redevelopment Project (State Clearinghouse No. 2010041059) was certified by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities (Original Stadium Project).

Subsequent to certification of the EIR by the Coliseum Commission, the University of Southern California (USC) leased the Project Site and the Los Angeles Football Club (LAFC) acquired an MLS franchise. LAFC and USC have proposed modifications to the Original Stadium Project that were addressed in an Addendum to the Certified EIR dated September 2015. These changes, referred to as the Modified Project, include a reconfigured stadium, together with approximately 105,900 square feet of ancillary facility floor area (up to approximately 119,000 gross square feet) for office and conference facility space, a “World Football” museum, a team store or other retail space, and restaurant uses. The Modified Project also includes signage and lighting programs to support stadium operations. The Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the Addendum and the record and that none of the events requiring preparation of a Subsequent or Supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines section 15162 have occurred.

This Errata has been prepared to address a specific correction and addition to the Addendum as set forth below.

B. Correction and Addition to the Addendum

The following correction and addition to Project Design Feature P-2 in Section P. Utilities and Service Systems of the Addendum has been made to address a typographical error. The deletion is shown with ~~strikethrough~~ and the addition is shown with underline.

PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content ~~and~~ or shall be manufactured within a 500-mile radius of the Project Site.

C. Effect of Correction and Addition

The correction and addition to Project Design Feature P-2 merely corrects a typographical error. Furthermore, the provisions regarding a minimum 20 percent use of pre-consumer and post-consumer recycling content and the use of building materials and products manufactured within a 500-mile radius of the Project Site do not affect any of the calculations or conclusions with regard to the analysis of solid waste or any other impact area analyzed in the Certified EIR or the Addendum. With or without the implementation of Project Design Feature P-2, impacts regarding solid waste would be less than significant. Therefore, the clarifications to the Addendum would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Certified EIR and Addendum. Thus, none of the conditions in Public Resources Section 21166 or Section 15162 of the CEQA Guidelines have occurred.

SUPPLEMENTAL ANALYSIS

FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT PER COLISEUM DISTRICT SPECIFIC PLAN SECTION 8.D

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

June 2016

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SUPPLEMENTAL ANALYSIS FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT PER COLISEUM DISTRICT SPECIFIC PLAN SECTION 8.D

I. Introduction

Pursuant to the requirements of Coliseum District Specific Plan (Specific Plan) Section 8.D, this document presents a supplemental analysis following the previously certified Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR) and associated Addendum, which were certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011, and September 17, 2015, respectively. Those documents were prepared in accordance with the California Environmental Quality Act (CEQA), with the City of Los Angeles (City) acting as a Responsible Agency. This document is referred to herein as the Supplemental Analysis.

The Certified EIR analyzed the demolition of the existing Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project). After certification of the Certified EIR, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the Certified EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including the following uses and floor areas: up to approximately 30,250 sf of office and conference facility space, including no more than 21,250 sf of office space; an approximately 36,000 sf "World Football" museum; up to

approximately 27,750 sf of team store or other retail space; and up to approximately 11,900 sf of restaurant uses.[1] In addition, certain uses within the stadium, such as rooftop terraces, bar/lounge and club spaces, were assumed to be open until 2:00 A.M. seven days a week. The Modified Project also included signage and lighting programs to support stadium operations. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Specific Plan, the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations.

The Project Applicant, LAFC, now seeks minor changes to the Modified Project (referred to as the Reconfigured Project) to allow for flexibility in the development of the ancillary facility (referred to herein as the Ancillary Building), combined with space within the MLS stadium. Under the Reconfigured Project, square footages previously analyzed would be adjusted and transferred, as permitted per Specific Plan Section 8.D, to provide for an expanded conference and events center and the creation of a food hall/marketplace. The square footage of certain other previously proposed uses, including the team store, would be reduced such that the total floor area of the Ancillary Building would be less than that of the ancillary facility that was proposed for the Modified Project.[2] In addition, under the Reconfigured Project, proposed uses that could operate on non-event days (Ancillary Uses) would be located in the MLS stadium and the Ancillary Building connected to the stadium and would include the following: a conference and events center comprised of approximately 11,880 sf (13,200 gross sf) of premium club spaces within the MLS stadium that would be programmed on non-event days and would be operated in connection with approximately 24,000 gross sf of open-air deck space on the roof of the Ancillary Building, which would serve as an auxiliary space to support use of the interior conference facility space; a maximum of approximately 25,500 sf (30,000 gross sf) of restaurant and retail uses in a food hall/marketplace to be located in the Ancillary Building; a maximum of approximately 10,175 sf (approximately 11,000 gross sf) for a team store and potentially other retail to be located in the Ancillary Building, with an additional team store comprising 1,055 sf (1,140 gross sf) located in the MLS stadium; and at least approximately 5,300 sf (5,580 gross sf) of lobbies, VIP entrances, restrooms, and mechanical and engineering space located in the Ancillary Building. Under the Reconfigured Project, the Ancillary

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[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[2] *The museum is not currently proposed as part of the Reconfigured Project plans submitted to the City, but may be developed in the future.*

Building would contain approximately 40,975 sf of floor area (approximately 46,580 gross sf). Other than these changes, the Reconfigured Project would remain consistent with the approved Modified Project.

The purpose of this Supplemental Analysis is to analyze the Reconfigured Project's proposed modifications to the Original Stadium Project and the Modified Project and to determine whether implementation of the Reconfigured Project would result in any new significant environmental impacts that were not identified in the Certified EIR or Addendum, or whether the previously identified significant impacts would be substantially more severe under the Reconfigured Project. This Supplemental Analysis has been prepared pursuant to Section 8.D of the Coliseum District Specific Plan and is intended to support the City Planning Director's review of the Reconfigured Project (required per Section 6.A of the Specific Plan) to confirm consistency with the Specific Plan.

This Supplemental Analysis demonstrates that all of the potential environmental impacts associated with the Reconfigured Project would be within the envelope of impacts already evaluated in the Certified EIR and Addendum for the Original Stadium Project and Modified Project. Therefore, the Reconfigured Project would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR and Addendum.

II. Project Description

A. Project Location and Existing Conditions

As shown in Figure 1 on page 4, the approximately 15-acre Project Site is located in the City of Los Angeles approximately 2 miles southwest of downtown, within Exposition Park. The Project Site includes the existing Los Angeles Memorial Sports Arena, located at 3939 South Figueroa Street, as well as adjacent surface parking and landscaped areas. The boundaries of the irregularly shaped Project Site are illustrated in Figure 2 on page 5. As shown, the Project Site is bounded by Exposition Park Drive (Christmas Tree Lane) to the north, Figueroa Street to the east, Exposition Park Parking Lot 6 to the south, and South Coliseum Drive (Hoover Street) to the west.

Land uses immediately adjacent to the Project Site include Christmas Tree Lane and adjacent landscaped areas to the north; the Coliseum and adjacent surface parking lots across South Coliseum Drive to the west and northwest; Parking Lot 6 to the south; and commercial/retail uses and surface parking lots fronting the east side of Figueroa Street to the east. Residential uses are located in the Project vicinity, including multi-family residential uses fronting Flower Drive to the east, and multi-family residential uses on the south side of Martin Luther King, Jr. Boulevard to the south. In addition, the USC main

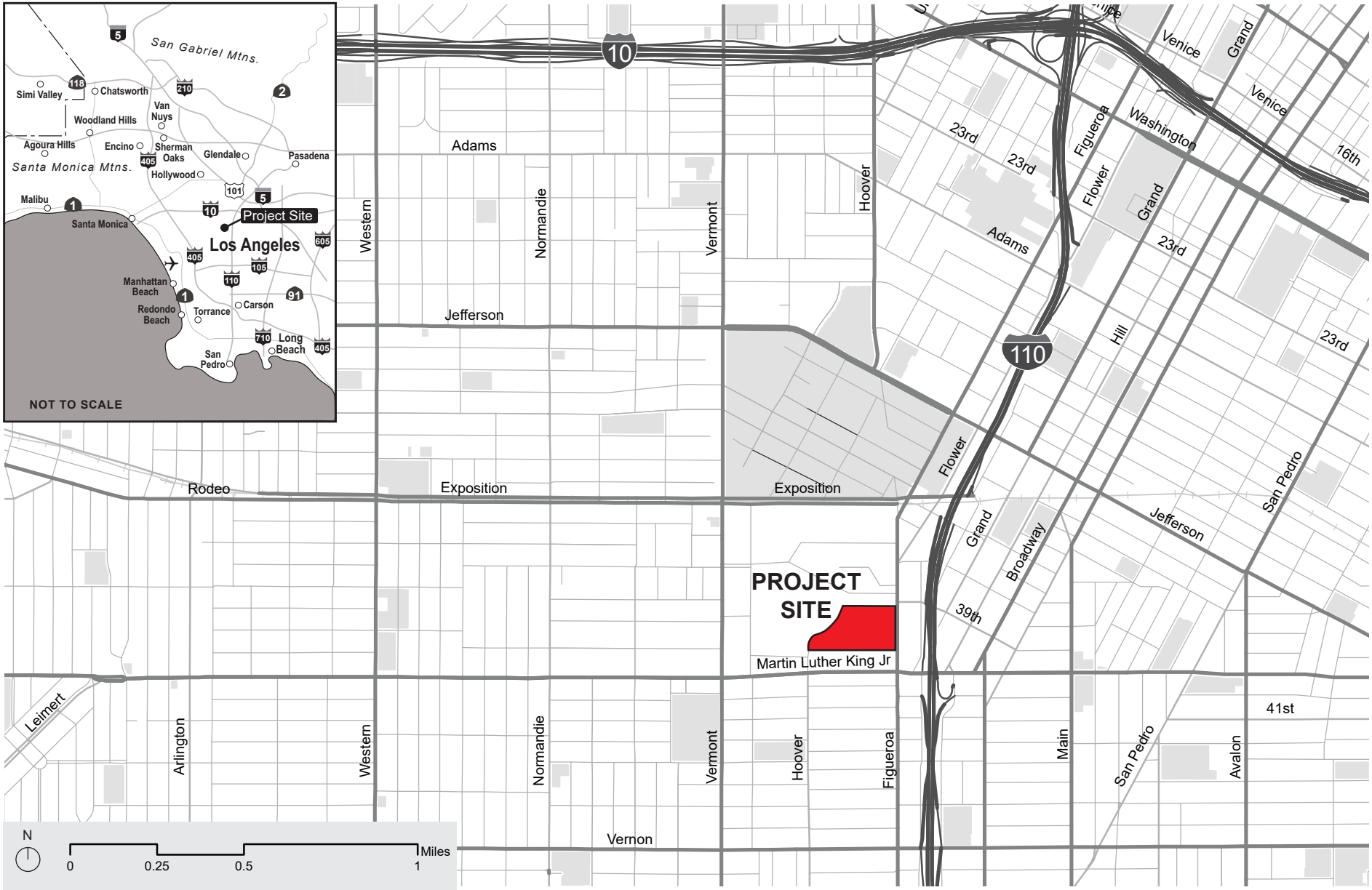

Figure 1
Regional and Vicinity Map

Source: Los Angeles County GIS, 2015; Eyestone Environmental, 2015.

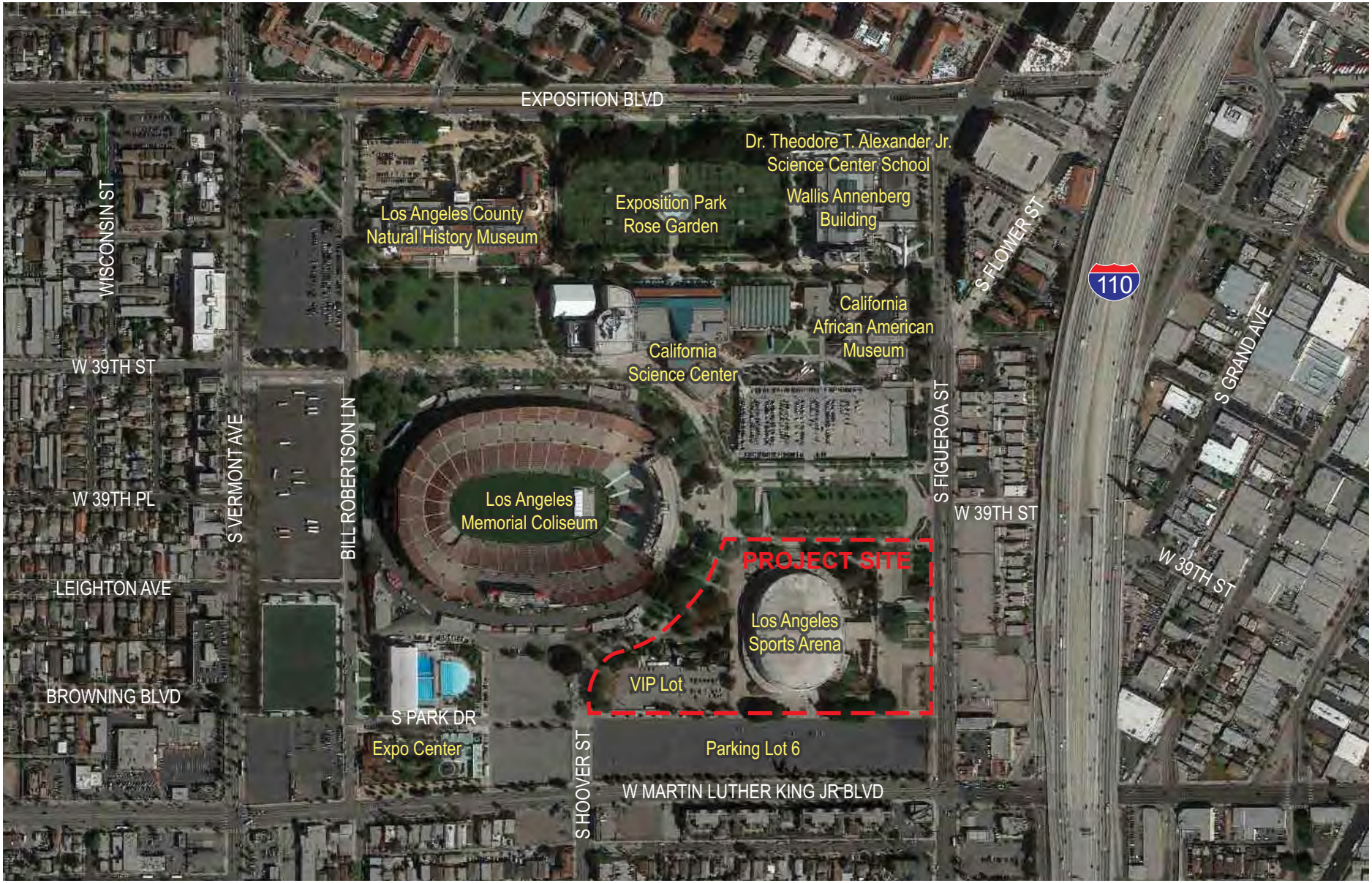

Figure 2
Aerial Photograph

Source: Google Earth, 2015; Eyestone Environmental, 2015.

campus is located north of Exposition Boulevard. The predominant land use on the Project Site is the 16,740-seat Sports Arena, which is used for indoor sporting events and other major events including political conventions, concerts, trade shows, and rallies, with attendance levels of up to approximately 55,000 attendees. In addition, a VIP surface parking lot with 238 parking spaces occupies the southwestern portion of the Project Site and is accessed from South Coliseum Drive via Martin Luther King, Jr. Boulevard. The Project Site is generally flat, with the exception of a large excavated depression within which the Sports Arena structure is situated and a sunken landscaped courtyard extending off the east side of the Sports Arena. The Project Site also includes several at-grade plazas and ornamental landscaping.

USC currently leases the Sports Arena as well as the adjacent Coliseum from the Coliseum Commission. The lease, including extension options, provides USC with the right to possess and use the Sports Arena site through 2054. The USC lease also contemplates redevelopment of the Sports Arena site with a soccer stadium and associated ancillary facilities, provided that the seating capacity does not exceed 24,950 seats. In addition, USC has entered into a Lease Option Agreement with the California Science Center (Sixth District Agricultural Association) that provides USC with an option to enter into a new lease for the Sports Arena site that could be extended through 2111. USC and LAFC have entered into a sublease for the Sports Arena site that would give LAFC the right to develop the Reconfigured Project and possess and use the Sports Arena site consistent with these rights in the existing USC lease agreements.

B. Development Analyzed in the Certified EIR (Multi-Use Project/Original Stadium Project)

The Certified EIR analyzed the demolition of the existing Sports Arena and redevelopment of the Project Site with two potential options: (1) the Multi-Use Project, which included a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses, referred to as Option 1 in the Certified EIR; or (2) the Original Stadium Project, which included an MLS stadium with approximately 22,000 permanent seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities, referred to as Option 2 in the Certified EIR. A variation of Option 2 (i.e., the Modified Project) was approved by the Los Angeles City Council on May 6, 2016, as discussed further below.

The Certified EIR assumed that under the Original Stadium Project (Option 2), the existing Sports Arena would be removed, and the Project Site would be redeveloped with an MLS stadium in approximately the same location. The analysis in the Certified EIR

assumed that the state-of-the art venue would host 15 MLS games in addition to non-soccer events similar in attendance size to historic operations of the Sports Arena, such as USC soccer games, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games, and would serve as a practice facility for local soccer teams. The VIP parking lot west of the proposed stadium was to remain as surface parking, and total attendance during simultaneous events at the Coliseum and the MLS stadium would not exceed 93,000 attendees (refer to Mitigation Measure MM J-1 in the adopted MMP). The Original Stadium Project also included field and security lighting; landscaped plazas, roadways, and perimeter landscaping; and advertising signage and naming rights consistent with similar sporting venues in the Los Angeles area. The Certified EIR's construction analysis for the Original Stadium Project was based on an approximately 20-month construction schedule that involved demolition of the existing Sports Arena, resulting in 5.4 million cubic feet of demolition debris; grading and the import of approximately 125,000 cy of soil; and construction of the stadium and related support facilities.

The Coliseum Commission certified the Certified EIR in February 2011. However, the Coliseum Commission did not make a selection between the Original Stadium Project and the Multi-Use Project at that time.

C. Development Analyzed in the Addendum (Modified Project)

LAFC and USC recently entered into a sublease agreement for the Sports Arena site. LAFC also recently entered into agreements with the Coliseum Commission and the California Science Center (Sixth District Agricultural Association) to allow redevelopment of the Sports Arena site with the Modified Project. As described further below, the Modified Project consists of the 22,000-seat soccer stadium and associated uses proposed under the Original Stadium Project, along with the addition of up to approximately 105,900 sf (up to approximately 119,000 gross sf) of ancillary amenity floor area that would be open during stadium events as well as on non-event days, refinements to the design of the stadium, redevelopment of the VIP parking lot west of the stadium as a new parking area, and adjustments to construction phasing. Under this Modified Project, the total amount of development would not exceed approximately 641,000 gross sf. A brief description of the Modified Project's main components is provided below, while a summary of the primary differences between the Original Stadium Project, the Modified Project, and the Reconfigured Project is provided in Table 1 on page 8.

(1) Ancillary Uses and Northwest Plaza

The Modified Project included amenities supporting the primary stadium use (Ancillary Uses) to provide a cohesive development comparable to other recently

Table 1
Comparison Between the Original Stadium Project, the Modified Project, and the Reconfigured Project

Proposed Use/ Activity	Original Stadium Project	Modified Project	Reconfigured Project
Demolition	Demolition of the Sports Arena	No change from Original Stadium Project	No change from Original Stadium Project
MLS Stadium	22,000 permanent seats • Would host MLS games, USC soccer games, open-air entertainment events (e.g., concerts and civic gatherings), and exhibition soccer games. • Includes amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities. • Includes facility office space to support stadium uses. Total Gross Floor Area: Not specified	No change from Original Stadium Project, except up to 2,700 sf of retail uses could be located on the Figueroa Street frontage Total Gross Floor Area: approximately 522,000 gsf (does not include soccer field or utility yard)	No change from Modified Project, except no retail uses would be located on the Figueroa Street frontage • See Conference Facility and Office Space, below, regarding use of premium club spaces within the stadium for a conference facility. Includes approximately 1,055 sf (1,140 gsf) team store that could be open on non-event days. • Includes 5,400 sf (6,000 gsf) of facility office space to support stadium uses. Total Gross Floor Area: approximately 519,068 gsf (does not include soccer field or utility yard)
Ancillary Uses			
Conference Facility and Office Space	0 sf	Approximately 30,250 sf (max. 21,250 sf office space for team operations) located in the Ancillary Building • If the maximum amount of office space is developed, morning conference facility functions on non-event days limited to 261 attendees, and evening conference facility functions on non-event days limited to 430 attendees.	Approximately 11,880 sf (13,200 gsf) of premium club spaces in the stadium that would be programmed on non-event days as a conference facility and would be operated in connection with approximately 24,000 gsf of open-air deck space on the roof of the Ancillary Building, which would serve as an auxiliary space for conferences and events conducted in the conference facility. • Events generating trips during the

Table 1 (Continued)
Comparison Between the Original Stadium Project, the Modified Project, and the Reconfigured Project

Proposed Use/ Activity	Original Stadium Project	Modified Project	Reconfigured Project
			weekday A.M. peak hour limited to 261 attendees, and events generating trips during the weekday P.M. peak hour limited to 430 attendees. • No office space for team operations.
Team Store/Retail	0 sf	Approximately 27,750 sf located primarily in the Ancillary Building (max. 2,700 sf in the stadium along Figueroa Street frontage)	Maximum of approximately 10,175 sf (11,000 gsf) team store located in the Ancillary Building, plus an additional team store comprising approximately 1,055 sf (1,140 gross sf) located in the stadium • No retail in the stadium along Figueroa Street frontage.
Restaurant and Retail	0 sf	Approximately 11,900 sf located primarily in the Ancillary Building (max. 4,250 sf high-turnover sit-down; max. 2,550 sf fast food; max. 1,275 sf fast food space located in the stadium along Figueroa Street frontage)	Maximum of approximately 25,500 sf (30,000 gsf) food hall/marketplace located in the Ancillary Building • No restaurant or retail along Figueroa Street frontage.
Lobbies, VIP Entrances, Restrooms, Mechanical and Engineering	0 sf	Included in ancillary floor areas above	At least approximately 5,300 sf (5,580 gsf)
Total Ancillary Uses	0 sf	Up to approximately 105,900 sf (119,000 gsf)	Approximately 53,910 sf (60,920 gsf) combined in the Ancillary Building and stadium • Approximately 40,975 sf (46,580 gsf) located in the Ancillary Building. • Ancillary Building also includes a

Table 1 (Continued)
Comparison Between the Original Stadium Project, the Modified Project, and the Reconfigured Project

Proposed Use/ Activity	Original Stadium Project	Modified Project	Reconfigured Project
			24,000 gsf open-air rooftop deck space as an auxiliary space to support use of the interior conference facility space.
Total Gross Development	Not specified	641,000 gsf	Approximately 565,648 gsf
Open Space and Pedestrian Plazas	Perimeter landscaping and pedestrian plaza areas. (Open space square footage not specified.)	Approximately 143,000 sf of improved public open space consisting of pedestrian walkways and plazas featuring a mix of hardscaped and landscaped areas, potentially including water features, public art, and seating areas. Pedestrian plazas would include a main plaza at the northwest corner of the Project Site and a large pedestrian gathering area along Figueroa Street.	No change from Modified Project
Signage and Lighting	Signage consistent with the LAMC, South Los Angeles Community Plan, and Specific Plan. High-intensity field lighting (focused downward) and low-level security lighting throughout.	Approved Sign District permits up to approximately 44,500 sf of signage, including 18,300 sf of exterior digital signage, identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode boards, static signs, identification signs and retail/tenant identification signs, with both on-site and off-site signage allowed. Lighting would include illuminated signage in addition to field and security/wayfinding lighting.	No change from Modified Project.

Table 1 (Continued)
Comparison Between the Original Stadium Project, the Modified Project, and the Reconfigured Project

Proposed Use/ Activity	Original Stadium Project	Modified Project	Reconfigured Project
Existing VIP Parking Lot	Retained and used for surface parking.	Reconfigured and used for surface parking.	No change from Modified Project

*sf = square feet**

gsf = gross square feet

**Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating floor area ratio (FAR). In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

Source: Gensler, 2016.

constructed MLS venues and to activate the Project Site on non-event days. The Ancillary Uses under the Modified Project would comprise a total of up to approximately 105,900 sf of new floor area (up to approximately 119,000 gross square feet) and would include the following:

- Up to approximately 30,250 sf of office and conference facility space, including no more than 21,250 sf of office space (with morning conference facility functions on non-event days limited to 261 attendees and evening conference facility functions on non-event days limited to 430 attendees if the maximum amount of office space is developed);
- An approximately 36,000 sf museum;
- Up to approximately 27,750 sf of team store or other retail space (of which no more than 2,700 sf could be located along the Project Site's Figueroa Street frontage); and
- Up to approximately 11,900 sf of restaurant uses, including no more than 4,250 sf of high-turnover sit-down restaurants and 2,550 sf of fast food restaurants (with no more than 1,275 sf of the fast food space located along the Project Site's Figueroa Street frontage).

The proposed conference facilities would provide event day programming (e.g., VIP gatherings), as well as meeting space for conferences for outside organizations (e.g., USC, chambers of commerce, trade groups, and other types of businesses and organizations), with attendance limited based on the amount of office space developed, as described above.[3] The Ancillary Uses also would be open to the public on non-event days. The Ancillary Building would reach a maximum height of 75 feet above grade.

Most of the Ancillary Uses would be developed in the Ancillary Building centered around a main entry plaza at the northwest corner of the Project Site (Northwest Plaza) that would connect to the stadium's main concourse and serve as the primary public entry to the stadium, although a limited amount of retail and restaurant uses could be located along the stadium's Figueroa Street frontage. The Northwest Plaza would link to a system of pedestrian plazas and open space areas encircling the stadium and totaling approximately 143,000 sf.

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[3] *Additional conference facility attendees beyond the limits described above could be allowed by reducing the maximum office floor area from the proposed maximum of 21,250 sf. Specifically, for every reduction of 850 sf in office space floor area, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days and by 3.0 persons for evening conference facility functions on non-event days.*

(2) Stadium Design

Like the Original Stadium Project, the proposed stadium under the Modified Project would have a maximum seating capacity of approximately 22,000 attendees and would host MLS games, USC field events, open-air entertainment events such as concerts and civic gatherings, and exhibition soccer games. The stadium would be oriented along a north-south axis and would be located within a portion of the footprint area currently occupied by the Sports Arena.

Most of the seating areas within the open-air stadium would be covered by a cantilevered roof canopy extended inward from the stadium's perimeter, with the field level placed approximately 20 feet below street level (as measured from grade along Figueroa Street), at roughly at the same elevation as the floor of the existing Sports Arena. The roof canopy would consist of a steel frame with a lightweight, ethylene tetrafluoroethylene (ETFE) canopy skin that would provide shade for most of the stadium's seating areas while also being translucent. The canopy skin would moderate the perceived height of the stadium because it would be permeable to light and would not appear as solid. The top of the roof canopy would reach a maximum height of approximately 105 feet above street level, with rooftop structures extending to approximately 115 feet.

The stadium's seating bowl would be comprised of multiple levels offering a series of seating types and amenities, while the main concourse at street level would provide an open-air circulation path around the stadium. Interior spaces would include premium areas such as club lounges and suites, and there would be a rooftop terrace at the top of the western seating bowl, along with two standing room terraces along the stadium's northern side. The stadium's northeast and southeast corners would be open to allow for views into the stadium and to frame focal views of the downtown skyline from within the seating bowl. The base of the stadium would draw on material influences from the Coliseum and Swim Complex, incorporating similar materials and color palates.

(3) Signage and Lighting

A signage program was developed for the Modified Project to support advertising and the naming and sponsorship rights to the stadium. The approved signage program is set forth in the Soccer Stadium and Coliseum Sign District, adopted by the Los Angeles City Council on May 6, 2016. Total signage allowed in the Sign District, excluding aerial view signs, information signs, temporary signs, and interior signs, is approximately 44,500 sf, including up to approximately 18,300 sf of exterior digital signage. Individual signs vary from approximately 40 to 3,800 sf in size, depending on the sign zone, sign type, and location. The types and extent of permitted signage emphasize the event and entertainment-oriented aspect of the Project Site. Specifically, signage types include

identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs, and retail/tenant identification signs, with both on-site and off-site signage allowed. In addition, the Sign District includes limitations on the operating hours and illumination of permitted signs.

Lighting for the Modified Project would include stadium lighting, including the field and associated amenities and uses (e.g., outdoor dining and seating areas, plazas, and walkways). Light emissions associated with illuminated signage are anticipated to result from three types of signs: front-lit signs, electronic digital displays, and changeable message LED boards.

(4) Figueroa Street Pedestrian Improvements

The Modified Project would provide a broad, landscaped sidewalk along Figueroa Street to activate the pedestrian realm. Additionally, a limited amount of retail and restaurant floor area could be located along the stadium's Figueroa Street frontage.

(5) Sustainability Features

The Modified Project would incorporate sustainability as part of its key design and operational criteria. In so doing, the Modified Project would comply with Title 24 of the California Code of Regulations, including Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City of Los Angeles Green Building Code. The Modified Project also would be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. Specific sustainability features incorporated into the Modified Project were described in detail in the Addendum.

(6) Site Access and Parking

Parking would be available within Exposition Park, which provides 5,961 parking spaces in multiple lots and on streets within the park (not including the on-site VIP parking lot). Per the terms of a Non-Disturbance Agreement between the California Science Center and LAFC, parking may be reserved for certain park uses during special events at the Coliseum or Sports Arena, leaving an estimated 4,986 spaces available for on-site events. In addition, the VIP parking lot on-site would be reconfigured to provide up to approximately 250 spaces. The Modified Project also would provide a minimum of 440 bicycle parking spaces on event days at the stadium, the majority of which could be provided by bicycle valet pursuant to the Specific Plan.

(7) Construction

Construction of the Modified Project is anticipated to take approximately 20.5 months to complete and would involve demolition, grading, building construction, and site finishing. Similar to the Original Stadium Project, demolition would create approximately 5.4 million cubic feet of debris, but whereas the Certified EIR estimated an import of approximately 125,000 cy of soil, the Modified Project could result in a reduced import/export of up to 30,000 cy of soil, with total earthwork and recompaction of up to 200,000 cy of soil on-site.

(8) Discretionary Actions

As previously indicated, the City Council approved the Modified Project on May 6, 2016 and approved the Specific Plan Amendment, Sign District, Project findings, the project design features and mitigation measures set forth in the MMP, and a Statement of Overriding Considerations.

III. Reconfigured Project

As previously indicated, LAFC currently proposes the Reconfigured Project, which reflects changes to the Modified Project to allow for flexibility in development of the Ancillary Uses, combined with space within the MLS stadium. Under the Reconfigured Project additional area would be provided for an expanded conference and events center within the stadium's VIP and premium club spaces, in addition to the creation of a food hall/marketplace in the Ancillary Building. The square footage of certain other previously proposed uses, including the team store, would be reduced such that the total floor area of Ancillary Uses would be less than that of the Modified Project.[4] A comparison between the Original Stadium Project, the Modified Project, and the Reconfigured Project is summarized in Table 1 on page 8, and a description highlighting the differences between the Modified Project and the Reconfigured Project is provided below. A conceptual site plan is provided in Figure 3 on page 16.

(1) Ancillary Uses

Under the Reconfigured Project, an approximately 40,975 sf (approximately 46,580 gross sf) Ancillary Building could be developed on-site. Ancillary Uses totaling approximately 53,910 sf (60,920 gross sf) would be located in both the Ancillary Building and the MLS stadium and would include the following:

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[4] *The museum is no longer proposed at this time but may be developed in the future.*

Figure 3
Conceptual Site Plan

Source: Gensler, 2016.

- Approximately 11,880 sf (approximately 13,200 gross sf) of the premium club spaces within the MLS stadium would be used on non-event days to create a conference and events center that would be operated in connection with space on the Ancillary Building's approximately 24,000 gross sf open-air rooftop deck space, which would serve as an auxiliary space for the conferences and events conducted in the conference facility. As with the Modified Project, weekday morning conference facility functions on non-event days would be limited to 261 attendees, and weekday evening conference facility functions on non-event days would be limited to 430 attendees;

- A maximum of approximately 25,500 sf (approximately 30,000 gross sf) of restaurant and retail uses in a food hall/marketplace within the Ancillary Building (a maximum of 8,000 sf of which could be open for business during the weekday A.M. peak hour);

- A maximum of approximately 11,230 sf (approximately 12,140 gross sf) of floor area for team stores and potentially other retail uses, with approximately 10,175 sf (11,000 gross sf) located in the Ancillary Building and 1,055 sf (1,140 gross sf) located in the stadium; and

- At least approximately 5,300 sf (approximately 5,580 gross sf) of lobbies, VIP entrances, restrooms, and mechanical and engineering space in the Ancillary Building.

In addition to hosting event day programming and meeting space for conferences, the Ancillary Uses are intended to serve as a catalyst for the revitalization of Exposition Park and to complement and enhance the existing venues and destinations within the park. Refer to Figure 4 on page 18, Figure 5 on page 19, and Figure 6 on page 20 for floor plans of the Ancillary Building. It is noted that additional components within the stadium, including the stadium's bar/lounge and club spaces, suites, and terraces would be used both during games and events at the stadium as well as for programming on non-event days, and may be open on weekends and during weekday evening hours after the P.M. peak (i.e., after 7 P.M.) on non-event days. In addition, approximately 5,400 sf (6,000 gross sf) of facility worker office space located in the stadium would be used to support stadium operations (i.e., building maintenance and building operations).

The proposed conference and events center would make use of the premium club spaces in the stadium (typically programmed for event days) to create a conference facility that includes one large event room of approximately 7,740 gross sf, as well as smaller break-out meeting and event spaces. The premium club spaces would be used to host meetings, conferences, banquets, receptions, trade shows, academic conferences, and similar uses. The conference facility would also operate an approximately 24,000 gross sf open-air rooftop deck space located on top of the Ancillary Building as an auxiliary space to support the conferences and events utilizing the interior stadium conference space. The

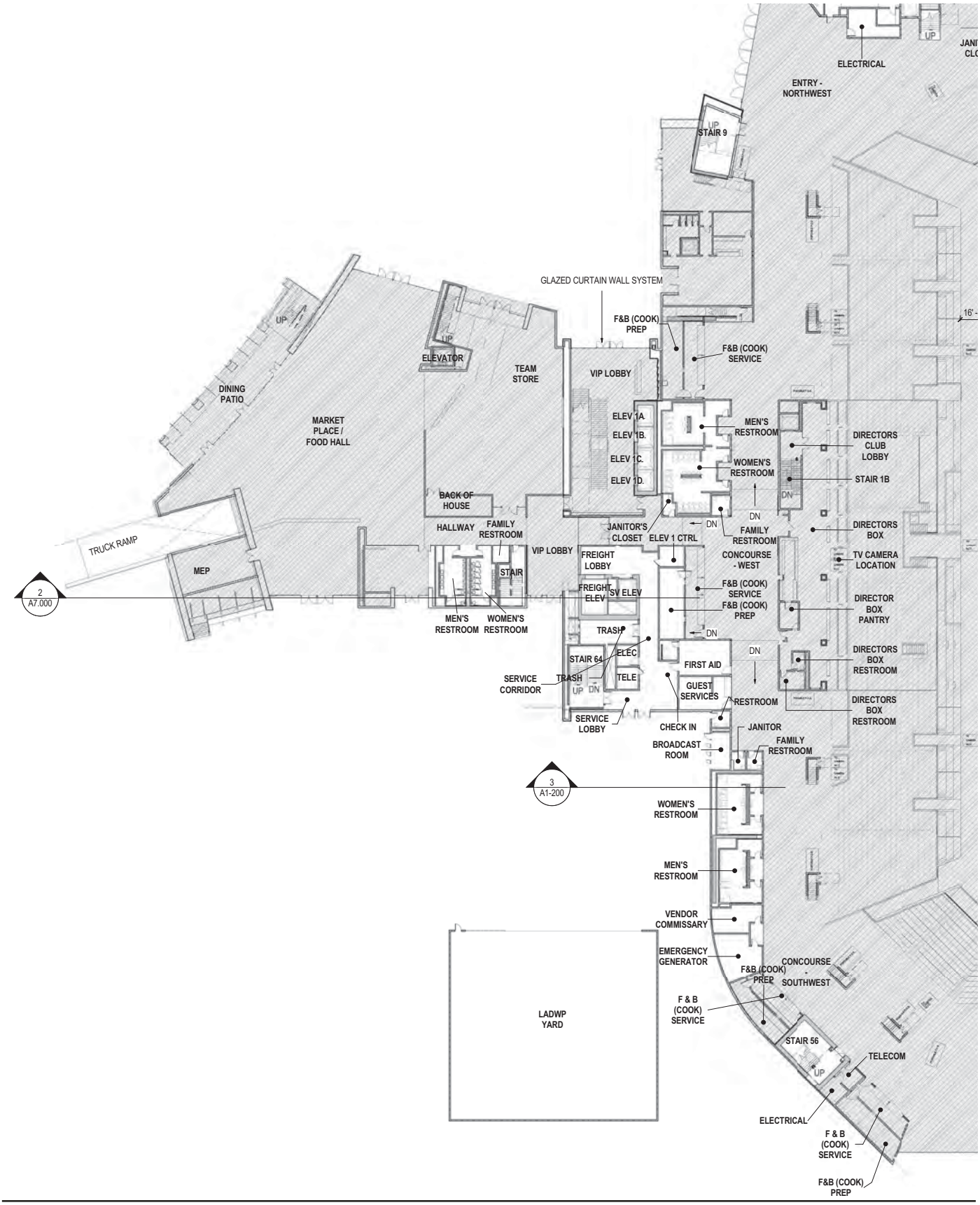

Figure 4
Ancillary Facility Conceptual Floor Plan—Ground Level

Source: Gensler, 2015.

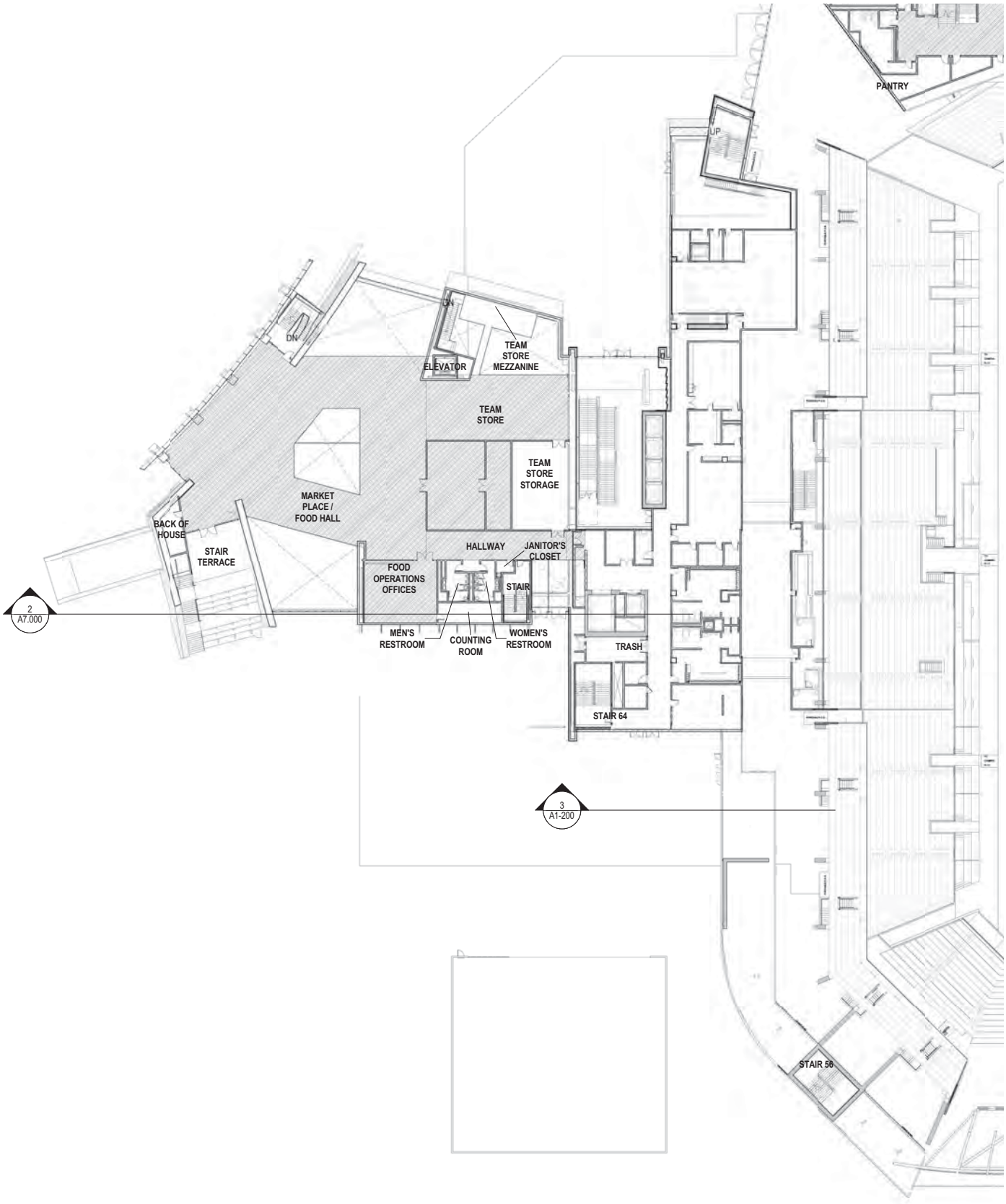

Figure 5
Ancillary Facility Conceptual Floor Plan—Second Level

Source: Gensler, 2015.

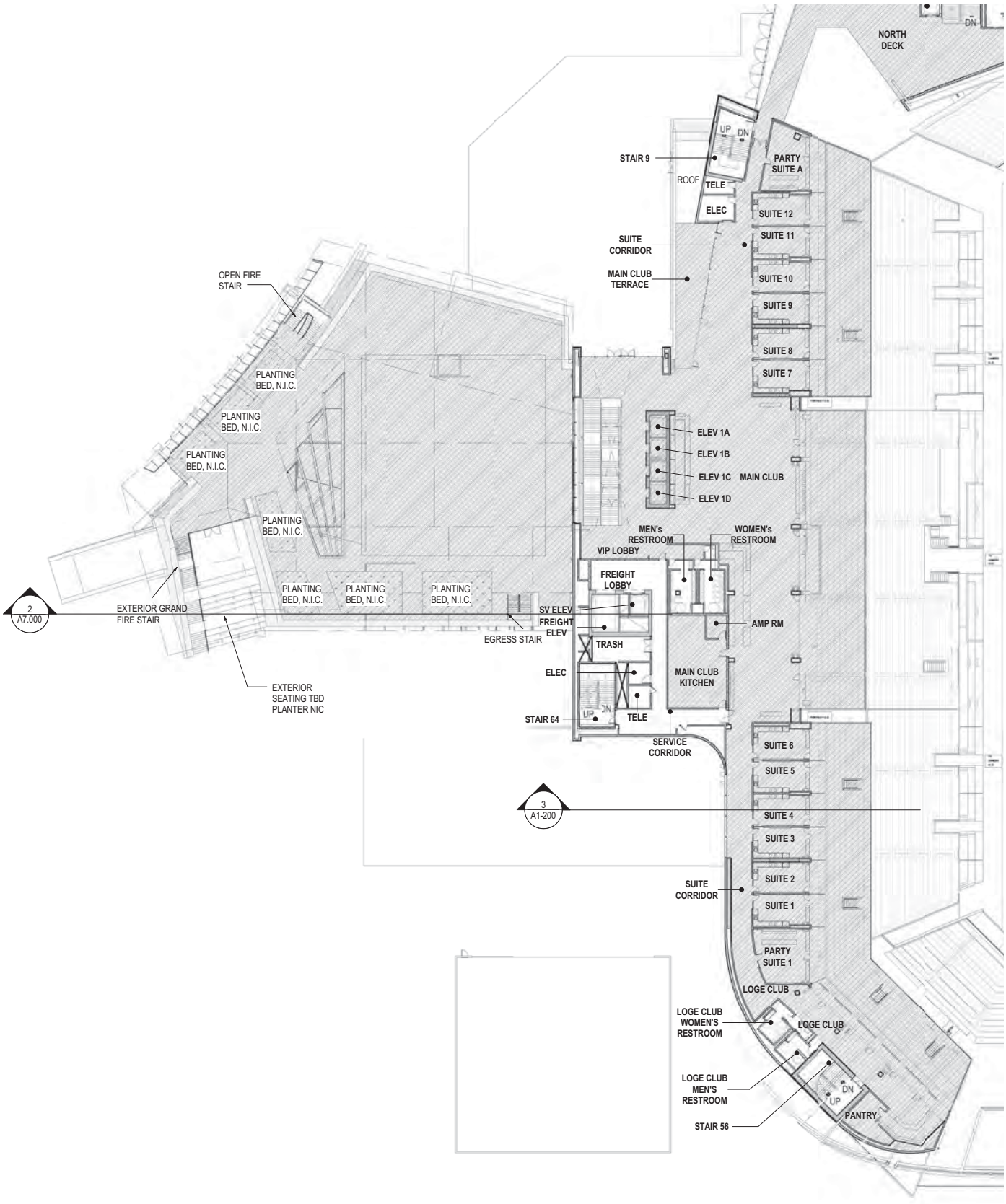

Figure 6
Ancillary Facility Conceptual Floor Plan—Rooftop Level

Source: Gensler, 2015.

Ancillary Building's flexible rooftop deck space could be utilized for activities such as pre-event gatherings, receptions, ceremonies, and presentations.

The Ancillary Building also would include a maximum of approximately 25,500 sf (approximately 30,000 gross sf) of restaurant and retail uses in an international food hall/marketplace. The concept is modeled after the Anaheim Packing District project in the City of Anaheim, which opened in 2014. The food hall/marketplace would host approximately 15 to 25 diverse culinary artisans serving food from all over the world and exclusively featuring locally-based, non-national small business owners; national restaurant chains are not proposed.[5] A range of restaurant types would be provided, including quick-serve, casual sit-down, fine dining, including associated bars. Related retail space (e.g., dry food sales, food-related gifts, etc.) also would be provided, and the food hall/marketplace would be open everyday of the year. The design of the food hall/marketplace would allow visitors to shop and dine by combining a variety of restaurants, artisan products, bars, communal dining areas, and intimate gathering spaces. Programming would evolve to accommodate special events, such as hosting local bands, cultural events, children's activities, and other programs. The food hall/marketplace would front onto an outdoor plaza (i.e., the Northwest Plaza), and no restaurant or retail uses would be located along Figueroa Street.

In contrast to the Modified Project's 27,750 sf team store, the Reconfigured Project would include a total of approximately 11,230 sf (approximately 12,140 gross sf) of floor area for team stores and potentially other retail uses, with a maximum of approximately 10,175 sf (11,000 gross sf) within the Ancillary Building and approximately 1,055 sf (1,140 gross sf) located in the stadium. The team store would sell various team and MLS merchandise, general soccer merchandise, and related equipment, including international brands, sports lifestyle products, and other sports merchandise such as products from the PAC-12 and potentially the National Football League (NFL). The team store would service patrons of LAFC, USC, Rams, and other NFL games and would be open on non-game days throughout the year as well. The team store's design would incorporate the latest technologies and interactive elements to enhance the customer experience and would front onto the Northwest Plaza.

Aside from the land use changes described above, including the reduction in total floor area, the design of the Ancillary Building would be similar to that described for the Modified Project. The building would have a maximum height of approximately 40 feet above grade, with two stories plus the rooftop deck, and most of the proposed uses would be centered around a main entry plaza at the northwest corner of the Project Site (the

[5] *LAFC may also explore utilizing the food hall/marketplace as an opportunity to incubate local businesses.*

Northwest Plaza).[6] Also like the Modified Project, the Ancillary Uses and the Northwest Plaza would potentially operate from mid-morning (i.e., 10:00 A.M.) until 2:00 A.M., seven days a week, with some Ancillary Uses (e.g., retail uses) closing earlier. The team store(s) would not be open for business until mid- to late morning. The conference facilities and food hall/marketplace could operate earlier in the morning, potentially seven days a week until 2:00 A.M. It is noted that like the Modified Project, conference facility events generating trips during the weekday A.M. peak hour would be limited to 261 attendees, and events generating trips during the weekday P.M. peak hour would be limited to 430 attendees. Additionally, a maximum of 8,000 sf within the food hall/marketplace could be open for business during the weekday A.M. peak hour. Unlike the Modified Project, the Ancillary Uses would not include office space for team operations.[7] Other components of the Reconfigured Project are described below.

(2) Stadium, Open Space and Pedestrian Plazas, Signage and Lighting, VIP Parking Lot, and Other Project Elements

The other elements of the Reconfigured Project would remain essentially unchanged from the Modified Project. Specifically, the stadium would have a permanent seating capacity of approximately 22,000 seats, with associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities. The stadium design also would be consistent with that described in the Addendum, with a maximum height of approximately 98 feet above street level.[8] The Northwest Plaza would serve as an active public gathering space connecting the Ancillary Building to the stadium's main concourse and would serve as the primary public entry to the stadium. Other smaller public plazas would include the Northeast and Southeast Plazas as well as the VIP Entry (all shown in Figure 3 on page 16), and a total of approximately 143,000 sf public open space with hardscape and landscaped areas would be provided, similar to the Modified Project. Pedestrian improvements would still be implemented along Figueroa Street, although no restaurant or retail uses would be located along that street frontage.

Similarly, no changes to the approved signage Sign District or on-site lighting are proposed as part of the Reconfigured Project, and in particular total signage would continue to be limited to a total of up to 44,500 sf with the same sign types and limitations

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[6] *Under the Modified Project, the ancillary facility had a maximum building height of 75 feet.*

[7] *As indicated in Table 1 and discussed above, the stadium includes 5,400 sf (6,000 gross sf) of facility office space to support stadium uses.*

[8] *Under the Modified Project, the stadium had a maximum building height of 105 feet, with rooftop structures extending to approximately 115 feet.*

discussed in the Addendum. As with the Modified Project, the existing VIP parking lot would be reconfigured and used for surface parking totaling approximately 243 spaces (which would be generally consistent with the Modified Project's provision of up to 250 spaces), and no changes in site access are proposed. Furthermore, the Reconfigured Project would incorporate the same sustainability features as the Modified Project, which are described in detail in the Addendum.

(3) Construction

In general, construction of the Reconfigured Project would be similar to that of the Modified Project. Specifically, construction is anticipated to last approximately 20.5 months, with the same five key phases (abatement and soft demolition, structure demolition, grading, building construction, and site finishing), the same amount of demolition debris (5.4 million cubic feet) much of which would be reused on-site as base material, and the same amount of earthwork (up to 200,000 cy of soil moved and re-compacted on-site, with total import/export of up to 30,000 cy of soil). Construction access, parking, and staging also would be unchanged. As evaluated in the Addendum, the Project is anticipated to be operational in time for the MLS season opening in March 2018.

(4) Discretionary Actions

As previously discussed, the City Council approved the Modified Project on May 6, 2016 and approved the Specific Plan Amendment, Sign District, Project findings, the project design features and mitigation measures set forth in the MMP, and a Statement of Overriding Considerations. Given the limited nature of the changes proposed to the Modified Project, the following ministerial approvals by the City are required for the Reconfigured Project:

- City Planning Director's Review (pursuant to the Coliseum District Specific Plan Section 6.A) to confirm consistency with the Specific Plan.
- Alcohol Use Approval to expressly allow all establishments that would sell and serve alcohol (pursuant to Coliseum District Specific Plan Section 9.C);

IV. Comparative Analysis of Reconfigured Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and Addendum and focus on the potential changes in environmental impacts that could result from implementation of the Reconfigured Project. Specifically, potential impacts attributable to the Reconfigured Project are compared with the analyses and findings within the Certified EIR and Addendum to determine if such impacts are within

the envelope of impacts documented therein, including whether new significant impacts would result from the Reconfigured Project or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, and as summarized in Table 2 on page 25, the Reconfigured Project would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the Addendum. Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project.

A. Aesthetics

(a) Visual Character and Views

(i) Construction

Construction-related visual character and views impacts associated with the Original Stadium Project were not assessed in detail in the Certified EIR. However, the Addendum concluded that impacts with respect to visual character and views during construction of the Modified Project would be less than significant.

Construction activities (including earthwork activities) associated with the Reconfigured Project would be substantially similar to those of the Modified Project and would involve the same general footprint and areas of disturbance. As such, construction of the Reconfigured Project would not affect the construction-phase analysis of visual character and views provided in the Addendum. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(ii) Operation

The Certified EIR and the Addendum concluded that impacts with respect to visual character and views during operation of the Original Stadium Project and the Modified Project, respectively, would be less than significant.

As previously discussed, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's design would be consistent with that described in the Addendum, with a reduced building height. Moreover, the design of the Ancillary Building would be similar to the Modified Project's Ancillary Building, with a reduction in total floor area and building height. Therefore, the Reconfigured Project's overall building massing would be within the envelope of development analyzed for the Modified Project in the Addendum. No changes to the public open space areas, the approved Sign District, on-site lighting, parking, or site access are proposed as part of the Reconfigured Project.

Table 2
Comparison of Impacts Under the Original Stadium Project, Modified Project, and Reconfigured Project

	Original Stadium Project Impact	Modified Project Impact	Reconfigured Project Impact
A. Aesthetics			
Visual Character/Views			
Construction	Not Analyzed	Less Than Significant	Less Than Significant
Operation	Less Than Significant	Less Than Significant	Less Than Significant
Light, Glare, and Shading			
Light and Glare	Less Than Significant with Mitigation	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Shading	Not Analyzed	Less Than Significant	Less Than Significant
B. Agriculture and Forestry Resources			
Agricultural Resources	No Impact	No Impact	No Impact
Forestry Resources	Not Analyzed	No Impact	No Impact
C. Air Quality			
Construction			
Regional Emissions	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Local Emissions	Less Than Significant	Less Than Significant	Less Than Significant
Operation			
Regional Emissions	Less Than Significant	Less Than Significant	Less Than Significant
Local Emissions	Not Analyzed	Less Than Significant	Less Than Significant
D. Biological Resources			
Biological Resources	No Impact	Less Than Significant	Less Than Significant
E. Cultural Resources			
Archaeological Resources	Not Analyzed	Less Than Significant	Less Than Significant
Paleontological Resources	Not Analyzed	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Historic Resource	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable

Table 2 (Continued)
Comparison of Impacts Under the Original Stadium Project, Modified Project, and Reconfigured Project

	Original Stadium Project Impact	Modified Project Impact	Reconfigured Project Impact
F. Geology and Soils			
Geology and Soils	Not Analyzed	Less Than Significant	Less Than Significant
G. Greenhouse Gas Emissions			
Greenhouse Gas Emissions	Less Than Significant	Less Than Significant	Less Than Significant
H. Hazards and Hazardous Materials			
Hazards and Hazardous Materials	Less Than Significant	Less Than Significant with Mitigation	Less Than Significant with Mitigation
I. Hydrology and Water Quality			
Hydrology and Water Quality	Less Than Significant	Less Than Significant	Less Than Significant
J. Land Use and Planning			
Consistency with Regulatory Framework	Less Than Significant	Less Than Significant	Less Than Significant
Land Use Compatibility—Construction	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Land Use Compatibility—Operation	Less Than Significant	Less Than Significant	Less Than Significant
K. Mineral Resources			
Mineral Resources	No Impact	No Impact	No Impact
L. Noise			
Construction	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Operation	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
M. Population, Housing, and Employment			
Population	Less Than Significant	Less Than Significant	Less Than Significant
Housing	Less Than Significant	Less Than Significant	Less Than Significant
Employment	Less Than Significant	Less Than Significant	Less Than Significant

Table 2 (Continued)
Comparison of Impacts Under the Original Stadium Project, Modified Project, and Reconfigured Project

	Original Stadium Project Impact	Modified Project Impact	Reconfigured Project Impact
N. Public Services			
Fire Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Police Protection	Less Than Significant with Mitigation	Less Than Significant with Mitigation	Less Than Significant with Mitigation
Schools	Not Analyzed	Less Than Significant	Less Than Significant
Parks and Recreation	Not Analyzed	Less Than Significant	Less Than Significant
Other Public Facilities (Libraries)	Not Analyzed	Less Than Significant	Less Than Significant
O. Traffic and Circulation			
Construction			
Traffic	Not Analyzed	Less Than Significant	Less Than Significant
Operation			
Intersections	Less Than Significant	Less Than Significant	Less Than Significant
Congestion Management Program	Not Analyzed	Less Than Significant	Less Than Significant
Access	Not Analyzed	Less Than Significant	Less Than Significant
Parking	Less Than Significant	Less Than Significant	Less Than Significant
P. Utilities and Service Systems			
Water Supply	Less Than Significant	Less Than Significant	Less Than Significant
Wastewater	Less Than Significant	Less Than Significant	Less Than Significant
Solid Waste	Less Than Significant	Less Than Significant	Less Than Significant
Energy	Less Than Significant	Less Than Significant	Less Than Significant

Source: Eyestone Environmental, 2016.

Accordingly, based on the physical characteristics of the Reconfigured Project summarized above, potential visual character and view impacts, including impacts related to signage, would continue to be less than significant and no mitigation is required, consistent with the conclusions in the Certified EIR and the Addendum.

(b) Light and Glare

(i) Construction

The Certified EIR and Addendum concluded that light and glare impacts associated with proposed construction under the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation. The Reconfigured Project does not involve any modifications that would change the construction-related light and glare analysis provided in the Certified EIR and the Addendum. Accordingly, light and glare impacts associated with Reconfigured Project construction would remain less than significant with mitigation.

(ii) Operation

The Certified EIR and Addendum concluded that impacts with respect to light and glare during operations of the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation. Like the Original Stadium Project and Modified Project, the Reconfigured Project includes lighting (e.g., stadium lights, pole-mounted lighting for parking lots and pedestrian walkways, security lighting, etc.) and illuminated signage to support stadium operations. As previously discussed, no changes to on-site lighting or the approved Sign District are proposed as part of the Reconfigured Project. Further, no changes to the design of the stadium or Ancillary Building would affect the glare analysis contained in the Certified EIR and Addendum.

In addition, the Sign District approved by the City Council on May 6, 2016 further limits signage lighting such that illuminance from signs shall not exceed 0.6 footcandles above ambient light levels and that illuminated signs shall have a brightness after sunset and before sunrise of no greater than 600 candelas per square meter. These limits on signage lighting are below the levels analyzed in the Addendum. Therefore, lighting from Reconfigured Project signage would be fully within the scope of lighting impacts analyzed in the Addendum for the Modified Project.

Accordingly, the Reconfigured Project's light and glare impacts would remain less than significant with the implementation of mitigation, consistent with the analysis in the Certified EIR and Addendum.

(c) Shading

Potential impacts associated with shading were not assessed in detail in the Certified EIR. Based on the thresholds set forth in the L.A. CEQA Thresholds Guide, the Addendum concluded that the Modified Project would not result in significant shading impacts. As discussed above, the maximum building heights of proposed structures under the Reconfigured Project (i.e., 98 feet for the stadium and 40 feet for the Ancillary Building) would be lower than under the Modified Project (i.e., 105 feet for the stadium, with rooftop equipment of up to 115 feet, and 75 feet for the Ancillary Building). Accordingly, shadows generated by the Reconfigured Project would be shorter than those of the Modified Project, and therefore fully within the scope of shading impacts analyzed in the Addendum. Therefore, the Reconfigured Project's potential shading impacts would remain less than significant, and no mitigation measures are required.

(d) Aesthetics Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP, implementation of the Reconfigured Project would not result in any new significant impacts with respect to aesthetics (including visual character, views, light and glare, and shading) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(e) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Features A-1 through A-6 and Mitigation Measures A-1 through MM A-2 would be implemented as part of the Reconfigured Project.

B. Agriculture and Forestry Resources

The Certified EIR and the Addendum concluded that no impacts to agricultural resources would occur under the Original Stadium Project or the Modified Project, respectively. As the Reconfigured Project does not involve any changes that would affect agricultural resources, the Reconfigured Project would continue to result in no impact to agricultural resources.

Potential impacts to forestry resources were not assessed in detail in the Certified EIR (Appendix G of the CEQA Guidelines was amended to include forestry resources effective March 2010), and the Addendum determined that no impacts to forestry resources

would occur under the Modified Project. As the Reconfigured Project does not involve any changes that would affect forestry resources, the Reconfigured Project would continue to result in no impact to forestry resources.

Therefore, the Reconfigured Project would not result in any new significant impacts with respect to agricultural or forestry resources, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

C. Air Quality

(a) Construction

The Certified EIR concluded that air quality impacts associated with construction of the Original Stadium Project would be significant and unavoidable for regional emissions of nitrogen oxides (NO_X) and reactive organic compounds (ROG), and less than significant for localized emissions of all pollutants. The Addendum determined that while regional construction emissions under the Modified Project would be less than those of the Original Stadium Project for most pollutants, peak daily emissions of NO_X and volatile organic compounds (VOC) would still exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds despite mitigation, resulting in a significant and unavoidable impact.[9] With respect to localized construction impacts, the Modified Project would generate greater localized emissions than the Original Stadium Project, but such emissions would remain below their respective SCAQMD Localized Significance Threshold (LST) significance thresholds. Accordingly, such impacts would be less than significant.

As previously discussed, construction of the Reconfigured Project would be generally similar to that of the Modified Project. Specifically, the construction phases, the amount of demolition and earthwork, as well as the overall construction duration would not change, while the total amount of floor area constructed would be reduced. Furthermore, the Reconfigured Project would implement the same project design features and mitigation measures as set forth in the adopted MMP, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

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[9] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates Reactive Organic Gas (ROG) emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

As such, construction impacts associated with the Reconfigured Project are anticipated to be the same or less than those of the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, regional construction emissions of NO_X and VOC would exceed SCAQMD's regional thresholds despite mitigation, resulting in a significant and unavoidable impact, and impacts with respect to localized air quality would be less than significant. No other feasible mitigation measures have been identified to reduce the regional construction impact to a less-than-significant level. Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to air quality during construction, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(b) Operation

The Certified EIR determined that air quality impacts associated with operation of the Original Stadium Project, including regional emissions from stationary sources (i.e., electricity or natural gas consumption) and mobile sources, traffic-related localized air quality, air toxics, and odors, would be less than significant. Similarly, the Addendum concluded the Modified Project would result in less-than-significant operational air quality impacts, including on non-event and event days, including concurrent events at the Coliseum and the new stadium on-site.

Like the Original Stadium Project and the Modified Project, the Reconfigured Project includes a 22,000-seat MLS stadium that would replace an existing, older, indoor venue with a state-of-the-art outdoor venue incorporating numerous sustainability and design features intended to substantially increase energy efficiencies at the Project Site. Similar to the Modified Project, the Reconfigured Project's Ancillary Building would result in additional electricity and natural gas consumption on event days beyond the levels analyzed for the stand-alone stadium in the Certified EIR, but any such increase would be largely offset by compliance with applicable provisions of the 2013 CalGreen Code in accordance with the City's Green Building Code. In addition, given the reduced size of the Ancillary Building under the Reconfigured Project—approximately 40,975 sf (46,580 gross sf) compared to 105,900 sf (119,000 gsf) for the Modified Project—energy consumption would be reduced (despite the proposed changes in land use). Specifically, as compared to the Modified Project, the Reconfigured Project would consume an estimated 37 percent less electricity and 17 percent less natural gas (refer to Table 10 on page 69 and Table 11 on page 70 in Section IV.P(d), Energy, of this Supplemental Analysis for calculations). Therefore, like the Modified Project, and consistent with the conclusions in both the Certified EIR and the Addendum, event-day (i.e., peak) stationary source emissions under the Reconfigured Project would result in less than significant regional air quality impacts.

With respect to mobile source regional emissions, the maximum capacity of the Reconfigured Project's stadium would remain within the historic attendance levels at the Sports Arena, like the Original Stadium Project and the Modified Project; concurrent events at the Coliseum and the new stadium would continue to be limited per Mitigation Measure J-1 set forth in the adopted MMP; and Project Design Feature O-4 would limit access to the Ancillary Uses on game days, thus ensuring no material increase in event-related traffic. Therefore, the conclusions of the Certified EIR and Addendum with respect to air quality impacts related to event day vehicular trips would not change under the Reconfigured Project, and potential mobile source regional air quality impacts on event days would remain less than significant. Additionally, it is anticipated that a substantial number of attendees at the Reconfigured Project would use the nearby Expo Light Rail on event days, further reducing the less-than-significant event day air quality impacts identified in the Certified EIR.

On non-event days when the Ancillary Uses are open, operational emissions associated with the Reconfigured Project would be the same or less than those of the Modified Project given the reduction in floor area and associated reduction in daily vehicular trips (despite the proposed changes in land use). As such, regional emissions resulting from operation of the Ancillary Uses would be within the levels analyzed in the Addendum for the Modified Project and would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, the Reconfigured Project's regional operational air quality impacts on non-event days would be less than significant.

With regard to traffic-related localized air quality impacts (i.e., carbon monoxide (CO)), as indicated above, event day trip generation for the Reconfigured Project would be the same as evaluated in the Certified EIR and Addendum given the stadium's seating capacity and limits on attendance at concurrent events. On non-event days, the maximum number of peak-hour trips generated by the Reconfigured Project would be less than that generated by the Modified Project, which in turn was less than the number of peak-hour trips associated with the Original Stadium Project on event days. Therefore, traffic-related localized air quality impacts would be similar to or less than those of the Original Stadium Project and the Modified Project and, therefore, would be less than significant. In addition, ambient CO concentrations within the Air Basin have decreased since completion of the Certified EIR. As a result, the potential for the Reconfigured Project to result in CO "hotspots" has decreased as compared to the Original Stadium Project.

The Reconfigured Project also would be subject to the SCAQMD's Air Quality Management Plan (AQMP). A project is considered consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that form the basis of the AQMP. Based on the Reconfigured Project's reduced employment levels as compared to the Modified Project (see discussion in Section IV.M, Population, Housing and

Employment, of this Supplemental Analysis), and the fact that the Reconfigured Project would not result in new significant air quality impacts or substantially increase the severity of any significant air quality impacts previously identified in the Certified EIR or the Addendum, impacts with respect to AQMP consistency would be less than significant under the Reconfigured Project, consistent with the conclusions in the Certified EIR and the Addendum.

Also like the Original Stadium Project and the Modified Project, the Reconfigured Project does not include any land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. Furthermore, the Reconfigured Project would not locate sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board (CARB) guidelines. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, impacts with respect to toxic air contaminants would be less than significant under the Reconfigured Project.

The Reconfigured Project would not include any uses identified by the SCAQMD as associated with substantial odors, and like the Modified Project, the release of restaurant odors would be minimized with odor reducing equipment as required by SCAQMD Rule 1138. Also similar to the Modified Project, appropriately designed garbage collection areas and good housekeeping practices would be sufficient to prevent objectionable odors related to trash facilities. Pursuant to Project Design Feature P-3 set forth in the adopted MMP, the Reconfigured Project would include a composting program that would incorporate appropriate odor management practices. Therefore, potential odor impacts under the Reconfigured Project would be less than significant.

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to operational air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum. No additional mitigation measures are required.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Features C-1 and C-2 and Mitigation Measures B-1 and B-2 would be implemented as part of the Reconfigured Project.

D. Biological Resources

The Certified EIR concluded that no impacts to biological resources would occur under the Original Stadium Project. Subsequently, the Addendum concluded that impacts

with respect to potential conflicts with local policies or ordinances protecting biological resources, including the City of Los Angeles Protected Tree Ordinance and City of Los Angeles Street Tree Division requirements, would be less than significant under the Modified Project. No other impacts to biological resources would occur.

The Reconfigured Project does not involve any modifications that would affect the biological resources analysis in the Addendum. Therefore, biological resources impacts analyzed in the Addendum would remain less than significant under the Reconfigured Project, and no mitigation measures are required.

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to biological resources, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

E. Cultural Resources

(a) Archaeological and Paleontological Resources

Both the Certified EIR and the Addendum found that impacts with respect to archaeological resources and paleontological resources would be less than significant under the Original Stadium Project and the Modified Project, respectively.

The Reconfigured Project does not involve any modifications that would affect the archaeological and paleontological resources analysis in the Addendum. Therefore, the archaeological and paleontological resources impacts previously analyzed in the Certified EIR and Addendum would remain less than significant under the Reconfigured Project, and no mitigation measures are required.

(b) Historic Resources

The Certified EIR concluded that impacts with respect to historic resources would be significant and unavoidable even with implementation of mitigation. Similarly, the Addendum determined that impacts with respect to historic resources would be significant and unavoidable under the Modified Project due to demolition of the Sports Arena.

The Sports Arena appears eligible for the California Register of Historical Resources under Criteria 1 (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. Like the Original Stadium Project and the Modified Project, since the Reconfigured Project involves the removal of the Sports Arena, historic resources impacts associated with its

demolition would be significant and unavoidable despite Mitigation Measure D-1 requiring documentation of the facility's architectural and historical features.

In addition, several historic resources are located in Exposition Park in the immediate vicinity of the Project Site, including the Coliseum (which is designated as a National Historic Landmark and State Historical Landmark and listed on the National Register of Historic Places), as well as North and South Coliseum Drives and Christmas Tree Lane (which contribute to the Coliseum's setting as important view corridors for the Coliseum and examples of Beaux Arts landscape and roadway planning). Given the similarity in proposed development and site layout to that of the Modified Project, impacts to nearby historic resources would be within the scope of impacts addressed in the Addendum for the Modified Project, and the Reconfigured Project would not alter the setting in the vicinity of the Coliseum such that the Coliseum would no longer convey its historic significance. Specifically, the Reconfigured Project would be of a substantially similar design to the Modified Project and would be built below the maximum height and density envelopes analyzed for the Modified Project in the Addendum. Thus, the Reconfigured Project's impacts to other historic resources in the Project vicinity, including the Coliseum, North and South Coliseum Drives, and Christmas Tree Lane, would be less than significant, consistent with the conclusions in the Certified EIR and the Addendum.

(c) Cultural Resources Conclusion

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to cultural resources (including archaeological, paleontological, and historic resources), nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Feature E-1 and Mitigation Measure D-1 would be implemented as part of the Reconfigured Project.

F. Geology and Soils

Both the Certified EIR and the Addendum found that impacts with respect to geology and soils would be less than significant under the Original Stadium Project and the Modified Project, respectively.

The Reconfigured Project does not involve any modifications that would affect the geology and soils analysis in the Addendum, and it would continue to comply with all project design features set forth in the adopted MMP. Therefore, the geology and soils impacts previously analyzed in the Certified EIR and Addendum would remain less than significant under the Reconfigured Project, and no mitigation measures are required. Accordingly, the Reconfigured Project would not result in any new significant environmental impacts with respect to geology and soils, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(a) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Feature F-1 would be implemented as part of the Reconfigured Project.

G. Greenhouse Gas Emissions

The Certified EIR concluded that impacts with respect to greenhouse gas (GHG) emissions would be less than significant under the Original Stadium Project. The Addendum similarly found GHG impacts under the Modified Project to be less than significant and not cumulatively considerable. Given the numerous regulatory changes relative to the study of GHG impacts under CEQA that occurred following certification of the Certified EIR in 2011, a summary of the current regulatory framework surrounding GHG emissions was included in the Addendum, along with a discussion of appropriate significance thresholds and methodologies. It is noted that annual attendance estimates are important in determining GHG impacts as they relate to mobile source emissions and vehicle miles traveled (VMT).

For purposes of context, the Addendum determined that the Modified Project would result in an increase in annual GHG emissions in comparison to operation of the existing Sports Arena due to the increase in annual attendance at the new stadium, as well as the daily operation of the Ancillary Uses. However, with implementation of the project design features set forth in the adopted MMP as well as compliance with current State mandates, the Modified Project would result in an approximate 25 percent reduction in annual emissions of carbon dioxide equivalent (CO_2e) when compared with the emissions that would be generated by the Modified Project in the absence of any GHG emission reduction measures. Therefore, the Modified Project was determined to support AB 32's mandates to reduce GHG emissions, and associated impacts were found to be less than significant.

As previously indicated, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's capacity would still be 22,000 seats, thus resulting in similar peak day attendance (and associated trips) as the Modified Project, which would be within peak historic attendance levels at the Sports Arena. Additionally, the Reconfigured Project involves a reduced amount of Ancillary Use floor area totaling approximately 53,910 sf (60,920 gross sf) compared to 105,900 sf (119,000 gross sf) for the Modified Project, thus yielding a reduction in daily, and therefore, annual trips (despite the proposed changes in land use). Further, the restaurant and retail uses proposed within the food hall/marketplace would generally involve shorter trip lengths than the office trips that would have occurred under the Modified Project; therefore, total VMT under the Reconfigured Project would be less than that of the Modified Project. Accordingly, the Reconfigured Project's GHG emissions are expected to be less than those generated by the Modified Project, and, by extension, the reduction in annual CO_2e emissions as compared to the emissions that would be generated by the Reconfigured Project in the absence of any GHG emission reduction measures would likely be greater than the reduction occurring under the Modified Project. Therefore, like the Modified Project, the Reconfigured Project would support AB 32's mandate to reduce GHG emissions, and associated impacts would be less than significant.

Like the Modified Project, the Reconfigured Project would incorporate sustainability in its design. The Reconfigured Project would comply with all applicable regulatory requirements, including California Code of Regulations, Title 24, Part 6 (Energy Efficiency Standards for Residential and Nonresidential Buildings) and Part 11 (California Green Building Standards Code, commonly referred to as the CALGreen Code), as well as the City's Green Building Code. Furthermore, Project Design Features G-1 and G-2 set forth in the adopted MMP would be implemented to reduce energy consumption and maximize energy efficiency, in addition to other project design features intended to conserve resources. In particular, Project Design Features G-1 would ensure the Reconfigured Project be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards.

As it relates to the Southern California Association of Governments' (SCAG) *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (2012–2035 RTP/SCS), the Project Site is located within a designated High-Quality Transit Area.[10] Given the similarities between the Reconfigured Project and the Modified Project in terms of development of an urban site where substantial infrastructure is already in place, the

[10] *SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, Exhibit 4.9: High-Quality Transit Areas (HQTA) SCAG Region, pp. 136, available at http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed June 3, 2016.*

availability and accessibility of public transit, the proposed land use mix (which would capture internal vehicular trips at the Project Site, thereby reducing VMT), and measures to reduce vehicular traffic and encourage alternative modes of transportation (pursuant to Project Design Feature G-3), like the Modified Project, the Reconfigured Project would implement "smart growth" concepts and be consistent with the regional growth strategies promoted in the 2012–2035 RTP/SCS, which collectively are intended to help reduce GHG emissions.

With respect to the California Air Resources Board's (CARB) *Climate Change Scoping Plan*, the Reconfigured Project's GHG emissions attributable to electricity use and VMT, as well as stationary source GHG emissions, would be reduced by the Cap-and-Trade Program, similar to the Modified Project. As such, these GHG emissions would be reduced by an existing regulatory scheme designed to address the cumulative problem of climate change. Accordingly, the Reconfigured Project's GHG emissions in these categories would not be considered cumulatively considerable per the guidance provided in CEQA Guidelines Section 15064(h)(3).

Finally, at the state level, the Reconfigured Project would not conflict with Executive Orders S-3-05 and B-30-15 due in part to its consistency with AB 32. Although the Reconfigured Project's emissions levels in 2030 and 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of the established goals, and it is reasonable to expect the Reconfigured Project's emissions level to decline as the regulatory initiatives identified by CARB are implemented and as other technological innovations occur. Like the Modified Project, the Reconfigured Project's post-2020 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets.

Given its consistency with State, regional, and local GHG emission reduction goals and objectives, the Reconfigured Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, as was the case with the Original Stadium Project and the Modified Project. Furthermore, the Reconfigured Project would comply with plans, programs, and regulations that reduce GHG emissions. Indeed, many Reconfigured Project-related emissions would be capped in the aggregate and steadily reduced by the Cap-and-Trade Program, such as energy, mobile, and construction emissions. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, impacts with respect to GHG emissions under the Reconfigured Project would be less than significant and not cumulatively considerable. No mitigation measures are required.

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to GHG emissions, nor would it substantially increase

the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(a) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Features G-1 through G-3 would be implemented as part of the Reconfigured Project.

H. Hazards and Hazardous Materials

The Certified EIR concluded that impacts with respect to hazards and hazardous materials would be less than significant under the Original Stadium Project through compliance with applicable regulatory requirements. Subsequent to certification of the Certified EIR, a Phase I Environmental Site Assessment was conducted for the Project Site. Based on that information, the Addendum concluded that due to the potential presence of an underground gasoline tank on the Project Site, the Modified Project's hazards impacts would be less than significant with mitigation.

The Reconfigured Project does not involve any modifications that would change the hazards and hazardous materials analyses provided in the Addendum and would continue to comply with all mitigation measures set forth in the adopted MMP. Therefore, consistent with the analysis in the Addendum, hazards and hazardous resources impacts would remain less than significant with mitigation under the Reconfigured Project. No additional mitigation measures are required.

Based on the above, with implementation of the adopted mitigation, the Reconfigured Project would not result in any new significant impacts with respect to hazards and hazardous materials, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(a) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Mitigation Measures MP-H-1 and MP-H-2 would be implemented as part of the Reconfigured Project.

I. Hydrology and Water Quality

(a) Construction

The Certified EIR concluded that impacts with respect to hydrology and water quality would be less than significant during construction of the Original Stadium Project through compliance with applicable regulatory requirements, although mitigation was provided to further ensure implementation of applicable regulatory requirements to support that conclusion. The Addendum similarly determined that the Modified Project's construction-related impacts with respect to surface water hydrology, water quality, and groundwater under would be less than significant with mitigation.

The Reconfigured Project does not involve any modifications that would change the construction-related surface water hydrology, water quality, or groundwater analyses provided in the Addendum and would continue to comply with all applicable regulatory requirements, project design features, and mitigation measures set forth in the adopted MMP. Accordingly, surface water hydrology, water quality, and groundwater impacts associated with Reconfigured Project construction would remain less than significant with mitigation, consistent with the conclusions in the Certified EIR and the Addendum. No additional mitigation measures are required.

(b) Operation

The Certified EIR concluded that impacts with respect to hydrology and water quality would be less than significant during operation of the Original Stadium Project through compliance with applicable regulatory requirements, although mitigation was provided to further ensure implementation of applicable regulatory requirements to support that conclusion. The Addendum found that operational impacts with respect to surface water hydrology, water quality, and groundwater under the Modified Project would be less than significant (and in fact beneficial compared to existing conditions) through regulatory compliance and implementation of mitigation.

The Reconfigured Project does not involve any modifications that would change the operational surface water hydrology, water quality, or groundwater analysis provided in the Addendum and would continue to comply with all applicable regulatory requirements, project design features, and mitigation measures set forth in the adopted MMP. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, operational impacts with respect to surface water hydrology, water quality, and groundwater under the Reconfigured Project would be less than significant (and in fact beneficial) through implementation of applicable regulatory requirements and adopted mitigation. No additional mitigation measures are required.

(c) Hydrology and Water Quality Conclusion

Based on the analysis above, through regulatory compliance and implementation of the mitigation measures set forth in the adopted MMP, construction and operation of the Reconfigured Project would not result in any new significant impacts with respect to hydrology and water quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Mitigation Measures E-1 through E-3 would be implemented as part of the Reconfigured Project.

J. Land Use and Planning

(a) Consistency with Regulatory Framework

The Certified EIR concluded that impacts related to consistency with applicable land use plans and policies would be less than significant under the Original Stadium Project, although mitigation was provided to reinforce requirements for permits and discretionary approvals to ensure land use consistency. The Addendum similarly determined the Modified Project would result in a less than significant impact with respect to land use consistency, although mitigation was provided.

The Reconfigured Project does not involve any modifications that would change the land use consistency analysis provided in the Addendum. Aside from the land use changes previously described, including a reduction in total floor area, most elements of the Reconfigured Project would remain essentially unchanged from the Modified Project. In particular, the proposed Ancillary Uses would include restaurant and retail uses in a food hall/marketplace, two team stores and potentially other retail uses, stadium space used as a conference and event center, an open-air rooftop deck to support the use of space within the stadium as a conference facility, and miscellaneous amenity/support spaces including lobbies, VIP entrances, restrooms, and mechanical and engineering space, all of which are permitted uses per Section 7.A of the Specific Plan. Furthermore, the Reconfigured Project does not involve any changes to the approved Specific Plan or Sign District, nor does it require any new discretionary approvals. Additionally, as with the Original Stadium Project and the Modified Project, pursuant to Section 6 of the Specific Plan, the City Planning Director must review all projects for compliance with the Specific Plan before any demolition, grading, foundation, building, sign, or use of land permit can be issued. Accordingly, following the City Planning Director's approval and like the Modified Project,

the Reconfigured Project would be consistent with the Specific Plan, the General Plan and zoning designations for the Project Site, relevant LAMC requirements, and applicable goals, policies, and objectives of state, regional, and local plans and regulations. Therefore, the Reconfigured Project's potential impacts relative to consistency with applicable land use plans and regulations would be less than significant. No additional mitigation measures are required.

(b) Land Use Compatibility

The Certified EIR and the Addendum concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project and the Modified Project, respectively. The Certified EIR and the Addendum concluded that impacts related to land use compatibility during operation would be less than significant under the Original Stadium Project and the Modified Project, respectively.

As previously described, construction of the Reconfigured Project would be substantially similar to that of the Modified Project. As such, construction of the Reconfigured Project would not affect the construction-related land use analysis in provided in the Addendum. Impacts would remain significant and unavoidable due to temporary and intermittent impacts to adjacent land uses associated with temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. However, because the Reconfigured Project involves the development of less square footage than the Modified Project, the duration of these temporary and intermittent impacts would be somewhat reduced.

With regard to operations, the Reconfigured Project does not involve any modifications that would change the land use compatibility analysis provided in the Addendum. Aside from the land use changes previously described (which involve permitted land uses that are consistent and compatible with other land uses within and around Exposition Park), including a reduction in total floor area, most elements of the Reconfigured Project would remain essentially unchanged from the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, impacts with respect to land use compatibility during operation would be less than significant under the Reconfigured Project. No mitigation measures are required.

(c) Land Use and Planning Conclusion

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to land use, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Mitigation Measure F-1 would be implemented as part of the Reconfigured Project.

K. Mineral Resources

The Certified EIR and Addendum concluded that no impacts to mineral resources would occur under the Original Stadium Project or the Modified Project, respectively.

The Reconfigured Project does not involve any modifications that would change the mineral resources analysis provided in the Certified EIR and the Addendum. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, no impacts with respect to mineral resources would occur under the Reconfigured Project, and no mitigation measures are required. Accordingly, the Reconfigured Project would not result in any new significant impacts with respect to mineral resources, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

L. Noise

The Certified EIR concluded that construction noise impacts for the Original Stadium Project would be significant and unavoidable even with implementation of mitigation. With regard to operational noise, the Certified EIR determined that noise associated with stadium events would be significant and unavoidable and that no feasible mitigation would reduce impacts below the applicable thresholds of significance, while noise associated with traffic and parking lots would be less than significant. Consistent with the conclusion in the Certified EIR, the Addendum determined that impacts with respect to construction noise and operational stadium event noise would be significant and unavoidable under the Modified Project. In addition, the Addendum determined that impacts associated with outdoor uses on a non-event day, including use of the Northwest Plaza and the Figueroa Street frontage, and traffic and parking noise would be less than significant under the Modified Project.

(a) Construction Noise

As previously discussed, construction activities (including earthwork activities) associated with the Reconfigured Project would be substantially similar to those of the Modified Project and would involve the same general development footprint, areas of

disturbance, and construction methods. Therefore, consistent with the noise analysis presented in the Certified EIR and Addendum, construction activities associated with the Reconfigured Project would be anticipated to result in a temporary or periodic increase in noise levels at the off-site noise sensitive receptor locations near the southwestern corner of the Project Site (Receptor Location 1) and near the northern boundary of the Project Site (Receptor Location 2). While Mitigation Measures MM G-1 through MM G-4 would reduce these impacts to the maximum extent feasible, such impacts would remain significant and unavoidable under the Reconfigured Project.

With respect to off-site (i.e., mobile or traffic-related) construction noise, the same haul route and secondary haul route defined for the Modified Project in the Addendum would be used during construction of the Reconfigured Project. Accordingly, similar to the Modified Project, noise levels associated with construction traffic (i.e., haul truck trips and construction worker trips) would be below existing ambient noise levels for both haul routes. Therefore, similar to the Original Stadium Project and the Modified Project, noise impacts associated with off-site construction under the Reconfigured Project would be less than significant. No mitigation measures are required.

(b) Construction Vibration

The Certified EIR and Addendum concluded that vibration impacts associated with construction would be less than significant under the Original Stadium Project and the Modified Project, respectively.

Given the similarities in construction activities (including earthwork activities) with those of the Modified Project, the Reconfigured Project would likewise result in less than significant construction vibration impacts. No mitigation measures are required.

(c) Operational Noise

As the design of the stadium remains essentially unchanged from that of the Modified Project, under the Reconfigured Project, noise impacts related to the stadium's use would be similar to those analyzed in the Addendum. Thus, like both the Original Stadium Project and the Modified Project, noise associated with stadium use, including crowd noise at events, the public address system, and amplified music, would exceed ambient noise levels at nearby off-site sensitive uses by 5 dBA or more under the Reconfigured Project. Therefore, impacts associated with stadium operations under the Reconfigured Project would be significant, like the Original Stadium Project and the Modified Project. No feasible mitigation measures have been identified to reduce the noise level to a less than significant level; therefore, impacts would remain significant and unavoidable.

The Addendum also addressed pre- and post-game/event use of the outdoor spaces on-site, including the Northwest Plaza, rooftop terraces, and along the northern and eastern sides of the Project Site under the Modified Project. As the design of these areas is substantially similar as part of the Reconfigured Project, like the Modified Project, potential impacts associated with the use of the outdoor spaces during an event day would be less than significant, and no mitigation measures would be required.

Given the similarities in the Reconfigured Project's other physical and operational characteristics to those of the Modified Project, operational noise associated with other uses, including the use of the outdoor spaces on non-event days (with an amplified program sound system subject to Project Design Feature L-1 set forth in the adopted MMP), use of the VIP parking lot, and loading dock activities, would be similar to those evaluated for the Modified Project in the Addendum and would be less than significant. No mitigation measures would be required.

(d) Off-Site Traffic Noise

Similar to both the Original Stadium Project and the Modified Project, the Reconfigured Project does not involve an increase in the maximum number of patrons at stadium events compared to those currently held at the Sports Arena. Accordingly, the number of vehicles and associated vehicular-related noise on event days would not be anticipated to increase under the Reconfigured Project compared to existing conditions.[11] Thus, event day traffic noise impacts would be less than significant, consistent with the conclusions of the Certified EIR and Addendum.

Relative to noise impacts associated with off-site traffic generated by the Ancillary Uses on a non-event day, based on an overall reduction in daily trips as compared to the Modified Project, the Reconfigured Project would result in similar (or reduced) noise levels. Thus, noise impacts associated with off-site traffic under the Reconfigured Project would be less than significant, consistent with the conclusions in the Addendum, and no mitigation measures are required.

(e) Noise Conclusion

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to noise, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

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[11] *As discussed above, on event days the Ancillary Uses would be open only to ticket-holding game/event patrons during a period of time before, during, and after the game/event. Therefore, the traffic generated on an event day would be substantially similar to existing conditions.*

(f) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Feature L-1 and Mitigation Measures G-1 through G-4 would be implemented as part of the Reconfigured Project, along with code required measures CR G-1 and CR G-2.

M. Population, Housing, and Employment

The Certified EIR and Addendum concluded that impacts with respect to population, housing, and employment would be less than significant under the Original Stadium Project and the Modified Project, respectively.

With similar construction characteristics as the Modified Project (plus a reduction in total floor area), like the Modified Project, the Reconfigured Project's anticipated construction workforce could be accommodated by the existing regional supply of construction workers. In addition, like the Original Stadium Project and the Modified Project, the Reconfigured Project would neither displace residential uses, nor provide additional housing capacity. Stadium employment also would be the same as under the Original Stadium Project and the Modified Project based on the same size and capacity of the stadium; however, additional employment would be generated by the uses proposed within the Ancillary Building on an event day. Peak employment for the Reconfigured Project would occur on an event day.

As shown in Table 3 on page 47, an estimated 130 employees are estimated to be generated by uses within the Reconfigured Project's Ancillary Building (compared to 282 employees associated with Ancillary Uses under the Modified Project).[12] Based on information provided in the Addendum, the City of Los Angeles Subregion is anticipated to have approximately 1,840,552 employees in 2018 (the projected build-out year).[13] Thus, the estimated 130 on-site employees for the Ancillary Building would constitute approximately 0.007 percent of the employment growth forecasted for the Subregion between 2015 and 2018. Accordingly, the additional employees generated by the Reconfigured Project would fall within SCAG's employment projections for the Subregion. Furthermore, like the Modified Project, the estimated number of employees would not induce substantial indirect population or housing growth in the Project area, as it is

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[12] *The Modified Project's ancillary facility accounted for approximately 272 employees, with the remainder employed at restaurant and retail uses located along the Figueroa Street frontage within the stadium.*

[13] *Based on a linear interpolation of 2015–2020 data.*

Table 3
Ancillary Building Employees Generated by the Reconfigured Project on an Event Day

Land Use	Size (net sf)	Employee Generation Factor (employees/sf)	Employees Generated
Conference Facilities[a]	12,000[b]	0.00271	33
Team Store and Other Retail	10,175[c]	0.00271	28
Food Hall/Marketplace	25,500	0.00271	69
Total			**130**

sf = square feet

[a] *Assumes half of the auxiliary rooftop deck could require staffing. The conference space within the stadium would be staffed by stadium employees and thus is not considered supplemental to stadium staffing levels.*

[b] *Rooftop deck space expressed in gross square feet.*

[c] *Includes the team store/retail use in the Ancillary Building only. The team store within the stadium would be staffed by stadium employees and thus is not considered supplemental to stadium staffing levels.*

Source: Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Conservatively based on employee generation rate for "Neighborhood Shopping Center" uses (0.00271 employees per square foot); Eyestone Environmental, 2016.

anticipated that the majority of employees would come from the existing local labor pool and would not relocate as a result of working at the Project Site. Therefore, consistent with the conclusions in the Certified EIR and the Addendum, impacts with respect to population, housing, and employment would be less than significant under the Reconfigured Project.

Accordingly, the Reconfigured Project would not result in any new significant impacts with respect to population, housing, and employment, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

N. Public Services

(a) Fire Protection

The Certified EIR did not asses fire protection impacts during construction in detail and concluded that potential operational impacts related to fire protection service would be mitigated to a less than significant level under the Original Stadium Project. The Addendum found the Modified Project's potential fire protection impacts during construction to be less than significant with implementation of regulatory requirements, and operational impacts were found to be less than significant with mitigation.

Given the similarity in proposed construction activities to those of the Modified Project, construction of the Reconfigured Project would not affect the construction-phase analysis of fire protection impacts provided in the Addendum. Thus, the Reconfigured Project's construction impacts related to fire protection service would be less than significant with regulatory compliance, consistent with the conclusion in the Addendum.

With regard to operations, like the Original Stadium Project and the Modified Project, the Reconfigured Project would implement applicable regulatory requirements, including Los Angeles Fire Department (LAFD) and Fire Code requirements, and the mitigation measures set forth in the adopted MMP. In addition, given the similarities in the Reconfigured Project's physical and operational characteristics to those of the Modified Project (including proposed emergency access and fire flow requirements), as well as the proposed reduction in Ancillary Building floor area which, even in combination with other Ancillary Uses located within the stadium, would generate fewer non-event day patrons and fewer employees, operational impacts on fire protection service would be less than significant with mitigation, consistent with the conclusions in the Certified EIR and the Addendum. No additional mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant impacts with respect to fire protection services, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(i) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Mitigation Measures H.1-1 through H.1-11 would be implemented as part of the Reconfigured Project.

(b) Police Protection

The Certified EIR and Addendum concluded that under the Original Stadium Project and the Modified Project, respectively, potential construction and operational impacts related to police protection service would be less than significant level with mitigation.

Given the similarities in proposed construction activities and physical and operational characteristics to those of the Modified Project, construction and operation of the Reconfigured Project would not affect the police protection analyses presented in the Addendum. Additionally, like the Original Stadium Project and the Modified Project, the Reconfigured Project would implement applicable regulatory requirements and the mitigation measures set forth in the adopted MMP. Moreover, any demand for police

protection services on non-event days due to operation of the ancillary facility would be far less than the demand on event days, which was determined in the Addendum to be within the service capabilities of the Los Angeles Police Department (LAPD). Thus, the Reconfigured Project's construction and operational impacts related to police protection service would be less than significant with mitigation, consistent with the conclusion in the Addendum. No additional mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant impacts with respect to police protection services, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(i) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Mitigation Measures H.2-1 through H.2-3 would be implemented as part of the Reconfigured Project.

(c) Schools

Potential impacts to schools were not assessed in detail in the Certified EIR. The Addendum determined that impacts to schools would be less than significant under the Modified Project.

As previously discussed, most elements of the Reconfigured Project would remain unchanged from the Modified Project and within the scope of the analysis included in the Addendum. In addition, based on the reduction in estimated employment as compared to the Modified Project, the Reconfigured Project is not anticipated to generate additional new students who may attend Los Angeles Unified School District (LAUSD) schools beyond the levels analyzed in the Addendum. Moreover, the payment of LAUSD's mandatory school developer fees would fully mitigate any potential impacts on school facilities pursuant to Government Code Section 65995. As such, through compliance with this regulatory requirement, the Reconfigured Project's potential impacts with regard to school facilities would be less than significant. No mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant impacts with respect to schools, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(d) Parks and Recreation

Potential impacts to parks and recreation were not assessed in detail in the Certified EIR. The Addendum determined that impacts to parks and recreation would be less than significant under the Modified Project.

As previously discussed, most elements of the Reconfigured Project would remain unchanged from the Modified Project and within the scope of the analysis included in the Addendum. In addition, based on the reduction in estimated employment as compared to the Modified Project, the Reconfigured Project is not anticipated to generate additional demand for parks and recreational facilities beyond the levels analyzed in the Addendum. Therefore, like the Modified Project analyzed in the Addendum, the Reconfigured Project would not result in a substantial adverse impact to parks and recreational facilities, and impacts would be less than significant. No mitigation measures are required.

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to parks and recreational facilities, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(e) Other Public Facilities

Potential impacts to other public facilities (e.g., libraries) were not assessed in detail in the Certified EIR. The Addendum determined that impacts to libraries would be less than significant under the Modified Project.

As previously discussed, most elements of the Reconfigured Project would remain unchanged from the Modified Project and within the scope of the analysis included in the Addendum. In addition, based on the reduction in estimated employment as compared to the Modified Project, the Reconfigured Project is not anticipated to generate additional library demand beyond the levels analyzed in the Addendum. Therefore, like the Modified Project analyzed in the Addendum, the Reconfigured Project would not result in a substantial adverse impact to libraries, and impacts would be less than significant. No mitigation measures are required.

Based on this analysis, the Reconfigured Project would not result in any new significant impacts with respect to libraries, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

O. Traffic/Transportation/Parking

The following analysis of the Reconfigured Project's potential impacts related to traffic, transportation, and parking is based on the memorandum entitled *Traffic and Parking Evaluation of LAFC Reconfigured Project* (Traffic Memo), prepared by Fehr & Peers Transportation Consultants in June 2016 and provided in Appendix B of this Supplemental Analysis.

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. The Modified Project's construction impacts were determined to be less than significant in the Addendum.

Construction activities (including earthwork activities) associated with the Reconfigured Project would be substantially similar to those of the Modified Project and would involve the same construction phasing, construction activities, earthwork quantities, haul routes, and overall duration, and the Reconfigured Project would comply with all applicable mitigation measures and project design features in the adopted MMP. Therefore, because the Reconfigured Project's construction traffic would fall within the scope of construction traffic evaluated for the Modified Project in the Addendum, potential traffic impacts associated with construction of the Reconfigured Project, including intersection, access and safety, transit, and parking impacts, would be less than significant, consistent with the conclusions in the Addendum.

(b) Operation

The Certified EIR concluded that less than significant traffic impacts would result from a game or event hosted at the proposed stadium under the Original Stadium Project, and that less than significant traffic impacts would result from concurrent events at the Coliseum and the Original Stadium Project with combined attendees of up to 93,000 persons. Mitigation Measure J-1 was proposed to ensure that concurrent events would not exceed this limit. Parking impacts were also found to be less than significant. With respect to the Modified Project, the Addendum determined impacts related to intersection levels of service (LOS), Congestion Management Plan (CMP), access, and parking also would be less than significant.

Like the Original Stadium Project and the Modified Project, the Reconfigured Project includes a 22,000-seat soccer stadium. Pursuant to Project Design Feature O-4, the Ancillary Uses proposed as part of the Reconfigured Project would be open only to ticket-holding game/event patrons during a period of time before, during, and after the

game/event, with no material increase in event-related traffic expected. Therefore, because traffic impacts are assessed based on peak-hour conditions, the conclusions of the Certified EIR and Addendum with respect to event day traffic would not change under the Reconfigured Project, and potential impacts on event days would remain less than significant.

However, because the Reconfigured Project's proposed Ancillary Uses would be open to the public on non-event days, this analysis quantitatively evaluates potential traffic impacts related to operation of the Ancillary Uses on non-event days, as discussed in more detail in the Traffic Memo provided in Appendix B of this Supplemental Analysis.

(i) Intersections

Trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition* were used to estimate the number of trips associated with the Reconfigured Project's Ancillary Uses on non-event weekdays. As discussed further in the Traffic Memo, a blended generation rate was derived for the proposed food hall/marketplace based on ITE rates for quality restaurants, high-turnover (sit-down) restaurants, drinking places (bars), and specialty retail uses.

Table 4 on page 53 and Table 5 on page 55 present the intersection LOS resulting from the Reconfigured Project at the study intersections for the Existing plus Project and Future plus Project scenarios, respectively. The future scenario also considers the effect of the MyFigueroa Streetscape project on lane configurations at the study intersections along Figueroa Street. It is important to note that per Project Design Feature O-2 set forth in the adopted MMP, conference facility events generating trips during the A.M. peak hour would be limited to 261 attendees, and events generating trips during the P.M. peak hour would be limited to 430 attendees. Project Design Feature O-2 from the adopted MMP has been revised below to provide clarifications and reflect that team office space would not be developed as part of the Reconfigured Project. In addition, a maximum of 8,000 sf of uses within the proposed food hall/marketplace could be open for business during the weekday A.M. peak hour, as reflected in Project Design Feature O-3, as revised below. As shown in Table 4 and Table 5, using the City's criteria for determination of significant impacts, the increase in volume-to-capacity (V/C) ratios attributable to the Reconfigured Project would be below the applicable thresholds of significance, and the Reconfigured Project would not significantly impact traffic at any of the study intersections under either Existing plus Project or Future plus Project Conditions, consistent with the conclusions for the Modified Project presented in the Addendum. No mitigation measures are required.

Table 4
Existing Plus Project Intersection Level of Service Analysis—LAFC Program On a Non-Event Weekday With Reconfigured Project

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing		Existing Plus Project		Project Increase in V/C	Significant Impact?
				V/C	LOS	V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.849	D	0.851	D	0.002	No
			Weekday P.M.	0.728	C	0.733	C	0.005	No
2	Vermont Ave.	Martin Luther King Jr. Blvd.	Weekday A.M.	0.814	D	0.824	D	0.010	No
			Weekday P.M.	0.766	C	0.773	C	0.007	No
3	Hoover St.	Martin Luther King Jr. Blvd	Weekday A.M.	0.713	C	0.714	C	0.001	No
			Weekday P.M.	0.529	A	0.539	A	0.010	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	0.644	B	0.645	B	0.001	No
			Weekday P.M.	0.731	C	0.735	C	0.004	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.513	A	0.517	A	0.004	No
			Weekday P.M.	0.445	A	0.453	A	0.008	No
6	Figueroa St.	Exposition Park Dr./39th St.	Weekday A.M.	0.615	B	0.620	B	0.005	No
			Weekday P.M.	0.503	A	0.517	A	0.014	No
7	Figueroa St.	Martin Luther King Jr. Blvd.	Weekday A.M.	0.906	E	0.915	E	0.009	No
			Weekday P.M.	0.860	D	0.869	D	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.341	A	0.344	A	0.003	No
			Weekday P.M.	0.581	A	0.591	A	0.010	No
9	Flower St.	37th St.	Weekday A.M.	0.306	A	0.306	A	0.000	No
			Weekday P.M.	0.352	A	0.352	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.483	A	0.483	A	0.000	No
			Weekday P.M.	0.461	A	0.461	A	0.000	No
11	I-110 Ramps	Martin Luther King Jr. Blvd.	Weekday A.M.	0.677	B	0.682	B	0.005	No
			Weekday P.M.	0.553	A	0.573	A	0.020	No
12	Hill St./I-110 Ramps	Martin Luther King Jr. Blvd.	Weekday A.M.	0.765	C	0.767	C	0.002	No
			Weekday P.M.	0.836	D	0.837	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.710	C	0.711	C	0.001	No
			Weekday P.M.	0.517	A	0.519	A	0.002	No

Table 4 (Continued)
Existing Plus Project Intersection Level of Service Analysis—LAFC Program On a Non-Event Weekday With Reconfigured Project

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing		Existing Plus Project		Project Increase in V/C	Significant Impact?
				V/C	LOS	V/C	LOS		
14	Figueroa St.	Vernon St.	Weekday A.M.	0.755	C	0.757	C	0.002	No
			Weekday P.M.	0.652	B	0.655	B	0.003	No

Source: Fehr & Peers, 2016.

Table 5
Future Plus Project Intersection Level of Service Analysis—LAFC Program On a Non-Event Weekday With Reconfigured Project

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project		Future Plus Project		Project Increase in V/C	Significant Impact?
				V/C	LOS	V/C	LOS		
1	Vermont Ave.	Exposition Blvd.	Weekday A.M.	0.914	E	0.915	E	0.001	No
			Weekday P.M.	0.775	C	0.781	C	0.006	No
2	Vermont Ave.	Martin Luther King Jr. Blvd.	Weekday A.M.	0.844	D	0.854	D	0.010	No
			Weekday P.M.	0.808	D	0.815	D	0.007	No
3	Hoover St.	Martin Luther King Jr. Blvd	Weekday A.M.	0.738	C	0.739	C	0.001	No
			Weekday P.M.	0.550	A	0.560	A	0.010	No
4	Figueroa St.	Exposition Blvd.	Weekday A.M.	1.072	F	1.072	F	0.000	No
			Weekday P.M.	0.948	E	0.955	E	0.007	No
5	Figueroa St.	Flower St.	Weekday A.M.	0.599	A	0.604	B	0.005	No
			Weekday P.M.	0.521	A	0.538	A	0.017	No
6	Figueroa St.	Exposition Park Dr./39th St.	Weekday A.M.	0.891	D	0.896	D	0.005	No
			Weekday P.M.	0.744	C	0.757	C	0.013	No
7	Figueroa St.	Martin Luther King Jr. Blvd.	Weekday A.M.	1.136	F	1.145	F	0.009	No
			Weekday P.M.	1.091	F	1.100	F	0.009	No
8	Flower St./I-110 Off-Ramp	Exposition Blvd.	Weekday A.M.	0.412	A	0.414	A	0.002	No
			Weekday P.M.	0.724	C	0.733	C	0.009	No
9	Flower St.	37th St.	Weekday A.M.	0.348	A	0.348	A	0.000	No
			Weekday P.M.	0.429	A	0.429	A	0.000	No
10	Hope St.	37th St.	Weekday A.M.	0.567	A	0.567	A	0.000	No
			Weekday P.M.	0.595	A	0.595	A	0.000	No
11	I-110 Ramps	Martin Luther King Jr. Blvd.	Weekday A.M.	0.701	C	0.707	C	0.006	No
			Weekday P.M.	0.586	A	0.606	B	0.020	No
12	Hill St./I-110 Ramps	Martin Luther King Jr. Blvd.	Weekday A.M.	0.791	C	0.792	C	0.001	No
			Weekday P.M.	0.864	D	0.865	D	0.001	No
13	Hoover St.	Vernon St.	Weekday A.M.	0.735	C	0.736	C	0.001	No
			Weekday P.M.	0.535	A	0.537	A	0.002	No

Table 5 (Continued)
Future Plus Project Intersection Level of Service Analysis—LAFC Program On a Non-Event Weekday With Reconfigured Project

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project		Future Plus Project		Project Increase in V/C	Significant Impact?
				V/C	LOS	V/C	LOS		
14	Figueroa St.	Vernon St.	Weekday A.M.	0.779	C	0.781	C	0.002	No
			Weekday P.M.	0.675	B	0.678	B	0.003	No

Source: Fehr & Peers, 2016.

(ii) Congestion Management Program

An analysis of the Reconfigured Project's potential impacts on the regional transportation system was conducted in accordance with the procedures outlined in the Los Angeles County Metropolitan Transportation Authority's (Metro) *Congestion Management Program for Los Angeles County* using the same methodology as the Addendum's Traffic Study. Like the Modified Project, the Reconfigured Project would not add a sufficient number of vehicle trips during peak hours to warrant further analysis of arterials or freeway segments for CMP purposes.

With respect to transit, the Reconfigured Project is estimated to generate 29 new transit riders in A.M. peak hour and 69 transit riders in the P.M. peak hour on non-event days, thus utilizing less than 0.3 percent of available transit capacity, similar to the findings for the Modified Project presented in the Addendum. In addition, the Reconfigured Project would implement Project Design Feature O-6 set forth in the adopted MMP, requiring the Applicant to coordinate with Metro regarding appropriate service levels on event days. Thus, the Reconfigured Project would result in a less than significant impact on the regional transportation system, consistent with the conclusion in the Addendum. No mitigation measures are required.

(iii) Access

As shown in Table 4 on page 53 and Table 5 on page 55, each of the analyzed intersections that provide primary access to the Project Site are projected to operate at LOS C or better under Existing plus Project Conditions and at LOS D or better under Future plus Project Conditions on non-event days. Therefore, with the addition of Reconfigured Project traffic, no significant impact would occur, consistent with the conclusion for the Modified Project presented in the Addendum. No mitigation measures are required.

(iv) Parking

As discussed in more detail in the Traffic Memo, the number of vehicle and bicycle parking spaces required for the Reconfigured Project was calculated based on LAMC and Specific Plan requirements. As shown in Table 6 on page 58, the parking requirement for the stadium component of the Reconfigured Project on event days is estimated at 4,400 vehicle parking spaces (the same as estimated in the Certified EIR and Addendum). Since the Reconfigured Project's Ancillary Uses, and in particular the Ancillary Building, would only be open to ticketed patrons of the stadium on event days per Project Design Feature O-4, the parking requirement for the Reconfigured Project's Ancillary Building on event days would be 93 parking spaces based on estimated employment (compared with 178 employee parking spaces estimated for the Modified Project in the Addendum). In

Table 6
Parking Code Analysis—Reconfigured Project

Use	Vehicle Spaces			Bicycle Spaces					Vehicle Spaces Reduced for Bicycle Spaces[c]			
	Size (seats or gsf)	Code Requirement[a]	Required Vehicle Spaces	Short-Term Bicycle Code Requirement[b]	Required Short-Term Spaces	Long-Term Bicycle Code Requirement[b]	Required Long-Term Spaces	Total Required Bicycle Spaces	Reduction at One per Four Bicycle Spaces	Maximum Reduction Potential	Capped Reduction	Reduced Vehicle Space Requirement
Stadium												
Stadium	22,000 seats	1 space per 5 fixed seats	4,400	2 spaces per 100 fixed seats[d]	440	*(no separate requirement)*		440	*(not applicable to stadium)*			
Total Stadium			**4,400**		**440**			**440**				
Net Stadium Bicycle Spaces After Adjustment for Ancillary Uses[e]								**341**				
Ancillary Uses												
Conference	13,200 gsf	1 space per 35 sf	377	1 space per 350 sf	38	1 space per 700 sf	19	57	14	75	14	363
Team Store	12,140 gsf	1 space per 250 sf	49	1 space per 2,000 sf	6	1 space per 2,000 sf	6	12	3	10	3	46
Marketplace	30,000 gsf	1 space per 100 sf	300	1 space per 2,000 sf	15	1 space per 2,000 sf	15	30	8	60	8	292
Total Ancillary Uses			**726**		**59**		**40**	**99**	**25**	**145**	**25**	**701**

gsf = gross square feet

[a] *Los Angeles Municipal Code, Section 12.21A.4.*

[b] *Los Angeles Municipal Code, Section 12.21A.16.*

[c] *City of Los Angeles bicycle ordinance allows for replacement of required vehicle parking spaces for non-residential uses at a ratio of one vehicle space for every four bicycle spaces, up to 20 percent of required spaces.*

[d] *Required bicycle parking for the stadium is 2 percent of the number of stadium seats, per the Coliseum District Specific Plan (adopted May 6, 2016).*

[e] *Per the Coliseum District Specific Plan (adopted May 6, 2016), physical bicycle parking spaces provided for the ancillary uses count toward the stadium bicycle requirement.*

Source: Fehr & Peers, 2016.

addition, the LAMC parking requirement for the Reconfigured Project's Ancillary Uses is estimated at 701 vehicle parking spaces on non-event days (which would be slightly greater than the 676 vehicle spaces estimated in the Addendum due to changes in the land use mix, but primarily due to the increase in conference facility floor area).[14]

On non-event days, the existing vehicle parking supply provided within Exposition Park (approximately 5,961 spaces, or up to 6,204 spaces with the Reconfigured Project) would adequately meet the code requirement of 701 vehicle parking spaces (with reduction for bicycle credit) for the Reconfigured Project's Ancillary Uses, consistent with the conclusion for the Modified Project presented in the Addendum.

On event days, the LAMC requirement of 4,400 vehicle spaces for the stadium would be accommodated by the existing vehicle parking supply within Exposition Park (approximately 4,986 to 5,961 spaces, or up to 5,236 to 6,204 spaces with the Reconfigured Project), consistent with the conclusions for the Original Stadium Project and the Modified Project presented in the Certified EIR and Addendum, respectively.[15]

As described above, the Reconfigured Project's Ancillary Uses would only be open to ticketed patrons of the stadium on event days; thus, the 701 vehicle spaces for the Ancillary Uses would not be needed in addition to the stadium requirement on event days. To the extent that some of the Ancillary Uses may be considered additional to the typical uses considered in the code requirement for a stadium, it is estimated that 93 parking spaces may be needed for employees at the Ancillary Building. This could conservatively increase the Reconfigured Project's potential parking need on event days to as many as 4,493 spaces, which could still be accommodated by the existing vehicle parking supply provided in Exposition Park for events (approximately 4,986 to 5,961 spaces, and up to 5,236 to 6,204 spaces with the Reconfigured Project). Accordingly, parking impacts of the Reconfigured Project would be less than significant, consistent with the conclusion for the Modified Project presented in the Addendum.

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[14] *The vehicle parking requirement reflects reductions permitted based on the provision of Code-required bicycle parking. Refer to the Traffic Memo in Appendix B for a complete discussion.*

[15] *Per the terms of the Non-Disturbance Agreement between the California Science Center and the University of Southern California, during special events at the Coliseum or Sports Arena (i.e., events with a reasonably anticipated or actual attendance of 3,000 people or more), 600 parking spaces may be reserved by the California Science Center in the Science Center Structure and 375 spaces may be reserved by the Natural History Museum in Parking Lot 3. If these reservations occur, an estimated 4,986 vehicle spaces would be available for Coliseum/Sports Arena events in the Exposition Park parking supply. The Reconfigured Project would not alter the parking space allocations in the Non-Disturbance Agreement between the California Science Center and USC.*

In order not to interfere with the parking supply available to the Coliseum on large Coliseum event days, employees of the Ancillary Uses would park in one or more of the following locations: (1) temporarily in the subterranean loading dock/service area beneath the Project; (2) in the Project's VIP parking lot adjacent to the stadium; and/or (3) in off-site parking location(s) to be arranged by the Applicant. If off-site location(s) are beyond 750 feet from the Project Site, shuttles would be provided to shuttle employees between the parking location(s) and the Project Site. Therefore, sufficient parking supplies for Reconfigured Project employees would be provided on Coliseum event days, and parking impacts would be less than significant. No mitigation measures are required.

(e) Traffic/Transportation/Parking Conclusion

Based on the analysis above, the Reconfigured Project would not result in any new significant impacts with respect to traffic, transportation, or parking, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(f) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project, with the exception of the revised measures shown below. Specifically, Project Design Features O-1 and O-4 through O-6, as well as Mitigation Measures G-1 and J-1 through J-2 would be implemented as part of the Reconfigured Project. Project Design Features O-2 and O-3 shall be revised as follows, as reflected in the updated MMP provided as Appendix A of this Supplemental Analysis:

PDF O-2: ~~If the maximum permitted amount of office floor area (i.e., 21,250 square feet) is developed, a~~Attendance at ~~morning~~ conference facility functions on non-event weekdays starting between 7:00 and 10:00 A.M. shall be limited to 261 attendees, and attendance at ~~evening~~ conference facility functions on non-event weekdays starting or ending between 3:00 and 6:00 P.M. shall be limited to 430 attendees. ~~For every reduction of 850 square feet in office space floor area that is ultimately built in the Modified Project, the number of persons attending functions in the conference facility could be increased by 5.6 persons for morning conference facility functions on non-event days, and by 3.0 persons for evening conference facility functions on non-event days.~~

PDF O-3: A maximum of 8,000 sf of uses within the proposed food hall/marketplace may be open for business during the weekday A.M.

peak hour. The ~~museum,~~ team store, other retail uses, and all other restaurant uses shall not open for business until 10:00 A.M. or later.

P. Utilities and Service Systems

(a) Wastewater

The Certified EIR concluded that impacts with respect to wastewater infrastructure and treatment capacity would be less than significant under the Original Stadium Project. The Addendum found that impacts during construction as well as with respect to wastewater infrastructure and treatment capacity during operation would be less than significant under the Modified Project.

Given the similarities in construction activities with those of the Modified Project, construction-phase wastewater generation would be fully within the scope of wastewater impacts analyzed in the Addendum. As such, wastewater impacts during construction of the Reconfigured Project would be less than significant, and no mitigation measures are required.

As previously indicated, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's capacity would still be 22,000 seats under the Reconfigured Project, thus resulting in similar wastewater generation characteristics at the stadium on an event day, which would be within peak historic levels at the Sports Arena. However, similar to the Modified Project, additional event day wastewater generation would result from operation of the Ancillary Building proposed as part of the Reconfigured Project, as evaluated below.[16]

As shown in Table 7 on page 62, the Reconfigured Project's estimated wastewater flow associated with the Ancillary Building would be approximately 19,846 gallons per day (gpd) (other Ancillary Uses located within the stadium would be included as part of the stadium's wastewater generation on event days). To provide a conservative analysis, this estimate is based on gross square footage rather than net floor area. Furthermore, the calculations do not account for the wastewater reduction requirements of the City's Green Building Code, which calls for a 20 percent reduction in wastewater through the installation of water-conserving fixtures or through utilizing Los Angeles Plumbing Code-approved non-potable water systems within a building. Regardless, as shown in Table 7, the Ancillary Building's estimated wastewater generation under the Reconfigured Project would be less than that of the Modified Project. In light of that and given that existing and proposed

[16] *Wastewater infrastructure and treatment capacity is based on peak flows, which would occur on stadium event days.*

Table 7
Reconfigured Project Event Day Wastewater Generation Associated with the Ancillary Building

Ancillary Building Use[a]	Quantity	Daily Average Generation Rate (gpd)	Total Average (gpd)
Food Hall/Marketplace	30,000 gsf	612.5/1,000 sf[b]	18,375
Team Store and Other Retail	11,000 gsf	50/1,000 sf[c]	550
Restrooms[d]	2,000 gsf	460.6/1,000 sf[e]	921
Total Reconfigured Project Ancillary Building			**19,846**
Total Modified Project Ancillary Uses			21,675

gsf = gross square feet

gpd = gallons per day

[a] *Additional Ancillary Uses located within the stadium, such as the proposed conference facility space, would be accounted for as part of the stadium's wastewater generation on an event day. Wastewater infrastructure and treatment capacity is based on peak flows, which would occur on event days.*

[b] *Because the food hall/marketplace would include a mix of uses, this generation rate represents a blended rate derived from 1,200 gpd/1,000 sf for high-turnover sit-down restaurant uses (which assumes 60 percent of the restaurant area is available for patrons, 15 sf of space per patron, and generation of 30 gpd/seat based on the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012) "Restaurant: Full Service Indoor Seat" rate) and 25 gpd/1,000 for retail uses (based on the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012) "Retail Area (less than 100,000 SF)" rate). While other restaurant types such as quality/high-end sit-down or bars may be developed, use of the high-turnover sit-down restaurant rate is considered conservative as it represents maximum wastewater generation for restaurant uses.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[d] *Of the supporting uses within the Ancillary Building, only the restrooms would directly generate wastewater.*

[e] *As these uses would be developed as part of the primary land uses within the Ancillary Building, this generation rate represents a blended rate derived from the food hall/marketplace and team store/retail rates used, weighted to reflect the percentage of food hall/marketplace versus team store/retail floor area within the Ancillary Building.*

Source: Eyestone Environmental, 2016.

infrastructure improvements would generally be the same as under the Modified Project, operational impacts associated with wastewater infrastructure and treatment capacity would be fully within the scope of wastewater impacts analyzed in the Addendum. As such, wastewater impacts associated with the Reconfigured Project would be less than significant, and no mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant wastewater impacts, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(b) Water

The Certified EIR and Addendum concluded that impacts with respect to water supply, infrastructure, and treatment capacity would be less than significant under the Original Stadium Project and the Modified Project, respectively. Nonetheless, mitigation was proposed to ensure compliance with Los Angeles Department of Water and Power (LADWP) requirements for new construction.

Given the similarities in construction activities with those of the Modified Project, the Reconfigured Project's construction-phase water demand would be fully within the scope of water impacts analyzed in the Addendum. As such, water impacts during construction of the Reconfigured Project would be less than significant, and no mitigation measures are required.

As previously indicated, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's capacity would still be 22,000 seats, thus resulting in similar water demand at the stadium on an event day, which would be within peak historic levels at the Sports Arena. However, similar to the Modified Project, additional event day water demand would result from operation of the Ancillary Building proposed as part of the Reconfigured Project, as evaluated below; additionally, non-event day water demand associated with all of the proposed Ancillary Uses is addressed below.[17]

As shown in Table 8 on page 64, the Reconfigured Project's estimated water demand associated with the Ancillary Building on an event day would be approximately 19,846 gpd (other Ancillary Uses located within the stadium would be included as part of the stadium's water demand on an event day). As also shown, the Reconfigured Project's estimated water demand associated with all of the Ancillary Uses on a non-event day (including the Ancillary Uses located within the stadium) would be approximately 21,487 gpd. To provide a conservative analysis, these estimates are based on gross square footage rather than net floor area. Furthermore, the calculations conservatively do not account for implementation of Project Design Feature P-1, which involves a water conservation commitment to reduce indoor potable water demand by at least 20 percent below 2013 CALGreen requirements. Additionally, the Reconfigured Project would implement Mitigation Measure MM I.2-1 set forth in the adopted MMP, which reflects LADWP requirements for new construction. Regardless, as shown in Table 8, the

[17] *Water infrastructure capacity is based on peak flows, which would occur on stadium event days. However, water supply is evaluated based on annual demand, which also takes into account demand generated on non-event days, including the Ancillary Uses located within the stadium.*

Table 8
Reconfigured Project Water Consumption Associated with the Ancillary Building and Ancillary Uses

Land Use	Quantity	Daily Average Consumption Rate (gpd)	Total Average (gpd)
Ancillary Building Generation on Event Day[a]			
Food Hall/Marketplace	30,000 gsf	612.5/1,000 sf[b]	18,375
Team Store	11,000 gsf	50/1,000 sf[c]	550
Restrooms[d]	2,000 gsf	460.6/1,000 sf[e]	921
Total Reconfigured Project Ancillary Building			**19,846**
Ancillary Use Generation on Non-Event Day[f]			
Conference Facilities	13,200 gsf	120/1,000 sf[g]	1,584
Food Hall/Marketplace	30,000 gsf	612.5/1,000 sf[b]	18,375
Team Store and Other Retail	12,140 gsf	50/1,000 sf[c]	607
Restrooms[d]	2,000 gsf	460.6/1,000 sf[e]	921
Total Reconfigured Project Ancillary Uses			**21,487**
Total Modified Project Ancillary Uses			21,675

gsf = gross square feet *gpd = gallons per day*

[a] *Water infrastructure capacity is based on peak flows, which would occur on stadium event days. Additional Ancillary Uses located within the stadium, such as the proposed conference facility space, would be accounted for as part of the stadium's wastewater generation on an event day.*

[b] *This generation rate represents a blended rate derived from 1,200 gpd/1,000 sf for high-turnover sit-down restaurant uses (which assumes 60 percent of the restaurant area is available for patrons, 15 sf of space per patron, and generation of 30 gpd/seat based on the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012) "Restaurant: Full Service Indoor Seat" rate) and 25 gpd/1,000 for retail uses (based on the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012) "Retail Area (less than 100,000 SF)" rate). While other restaurant types such as quality/high-end sit-down or cocktail bars may be developed, the selected restaurant rate represents maximum wastewater generation.*

[c] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Museum (sales area)" rate.*

[d] *Of the supporting uses within the Ancillary Building, only the restrooms would directly generate water demand.*

[e] *As these uses would be developed as part of the primary land uses within the Ancillary Building, this generation rate represents a blended rate derived from the food hall/marketplace and team store/retail rates used, weighted to reflect the percentage of food hall/marketplace versus team store/retail floor area within the Ancillary Building.*

[f] *As water supply is evaluated based on annual demand, these calculations take into account all demand potentially generated on non-event days, including the Ancillary Uses located within the stadium (i.e., the proposed conference facility space and the second team store).*

[g] *From the City of Los Angeles Bureau of Engineering Sewer Generation Rates (2012), "Conference Room of Office Building" rate.*

Source: Eyestone Environmental, 2016.

Reconfigured Project's estimated daily water demand on both event days and non-event days would be less than that of the Modified Project. Accordingly, total annual demand associated with the Reconfigured Project also would be less than that of the Modified Project. In light of that and given that existing and proposed infrastructure improvements would generally be the same as under the Modified Project, as would fire flow and hydrant requirements, operational impacts associated with water supply, infrastructure, and treatment capacity would be fully within the scope of water impacts analyzed in the Addendum. As such, water impacts associated with the Reconfigured Project would be less than significant, and no additional mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant wastewater impacts, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(i) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Feature P-1 and Mitigation Measure I.2-1 would be implemented as part of the Reconfigured Project.

(c) Solid Waste

The Certified EIR and Addendum determined that the amount of solid waste generated during construction and operation of the Original Stadium Project and the Modified Project, respectively, would fall within the available permitted capacity of area landfills and recycling centers, and thus, solid waste impacts would be less than significant. Nonetheless, mitigation was proposed to further ensure that potential solid waste impacts would remain less than significant.

Given the similarities in construction activities with those of the Modified Project, construction-phase solid waste generation would be fully within the scope of impacts analyzed in the Addendum. As such, solid waste impacts resulting from construction of the Reconfigured Project would be less than significant. Nonetheless, Mitigation Measure I.4-1 (in addition to Project Design Feature P-2) would be implemented. No additional mitigation measures are required.

As previously indicated, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's total employment would be approximately the same, thus resulting in similar solid waste generation characteristics at the stadium on an event day. However, also like the Modified Project, additional event

day solid waste generation would result from operation of the Ancillary Building proposed as part of the Reconfigured Project. However, non-event day solid waste generation associated with all of the proposed Ancillary Uses is addressed below, as this represents the most conservative scenario for purposes of comparison to the Modified Project.[18]

As shown in Table 9 on page 67, the Reconfigured Project's estimated solid waste generation associated with the Ancillary Building would be approximately 225 tons per year. This estimate is conservative as it does not account for the solid waste reduction features provided for in Project Design Feature P-3, or implementation of Mitigation Measure I.4-2 set forth in the adopted MMP, which requires an on-site recycling plan to achieve an operational diversion rate of at least 40 percent. These measures are anticipated to substantially reduce solid waste generated by the Reconfigured Project. Regardless, as shown in Table 9, the Reconfigured Project's total estimated solid waste generation would be less than that of the Modified Project. As such, operational impacts related to solid waste would be fully within the scope of solid waste impacts analyzed in the Addendum. As such, solid waste impacts associated with the Reconfigured Project would be less than significant (and further reduced through implementation of Mitigation Measure I.4-2), and no additional mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant solid waste impacts, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(i) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Features P-2 and P-3 and Mitigation Measure I.4-1 and I.4-2 would be implemented as part of the Reconfigured Project.

(d) Energy

The Certified EIR and Addendum concluded that impacts with respect to energy conservation, including electricity and natural gas consumption, would be less than significant under the Original Stadium Project and the Modified Project, respectively. Nonetheless, mitigation measures were adopted to reflect LADWP-recommended energy efficiency features, which would further reduce impacts.

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[18] *As waste generation was evaluated in the Addendum on an annual basis, this analysis takes into account solid waste generated by all of the Ancillary Uses (i.e., on non-event days), including those located within the stadium.*

Table 9
Reconfigured Project Solid Waste Generation Associated with the Ancillary Uses

Land Use	Employees[a]	Solid Waste Generation Factor (tons/unit/year)	Waste Generation (tons/year)
Conference Facilities[b]	65	0.37[c]	24
Food Hall/Marketplace	69	2.25[d]	155
Team Store and Other Retail[e]	30	1.52[f]	46
Total Reconfigured Project Ancillary Uses			**225**
Total Modified Project Ancillary Uses			348

sf = square feet

[a] *Refer to Table 3 on page 47 in Section IV.M, Population, Housing, and Employment, of this Supplemental Analysis for the employment rates used to calculate the Reconfigured Project's employment estimates.*

[b] *Conference facility space reflects the net floor area of the premium club spaces within the stadium (11,880 sf) plus approximately one-half of the proposed rooftop deck space (12,000 gsf), which could be programmed and therefore staffed during conferences or special events on non-event days.*

[c] *Waste generation factor for "Services—Business" from the City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002.*

[d] *This generation rate represents a blended rate derived from the waste generation factors for "Retail—Remainder" and "Retail—Restaurants" from the City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002.*

[e] *Includes the team store located in the stadium.*

[f] *Waste generation factor for "Retail—Remainder" from the City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, July 2002.*

Source: Eyestone Environmental, 2016.

Given the similarities in construction activities with those of the Modified Project, construction-phase energy use would be fully within the scope of impacts analyzed in the Addendum. As such, energy impacts resulting from construction of the Reconfigured Project would be less than significant, and no mitigation measures are required.

As previously indicated, most elements of the Reconfigured Project would remain unchanged from the Modified Project. In particular, the stadium's overall size would be approximately the same, thus resulting in similar energy consumption characteristics at the stadium on an event day. However, also like the Modified Project, additional event day

solid waste generation would result from operation of the Ancillary Building proposed as part of the Reconfigured Project, as evaluated below.[19]

As shown in Table 10 on page 69, the Reconfigured Project's estimated electricity consumption associated with the Ancillary Building would be approximately 3,311 kilowatt-hours (kWh) per day, while Table 11 on page 70 indicates the Ancillary Building's natural gas demand would be approximately 103 therms per day.[20] To provide a conservative analysis, these estimates are based on gross square footage rather than net floor area. Furthermore, the calculations do not account for implementation of the numerous energy conservation features adopted as part of the MMP. Regardless, as shown in Table 10 and Table 11, the Reconfigured Project's estimated electricity and natural gas consumption would be less than those of the Modified Project. As such, operational impacts related to energy would be fully within the scope of energy impacts analyzed in the Addendum. As such, energy impacts associated with the Reconfigured Project would be less than significant (and further reduced through implementation of Mitigation Measures I.3-1 through I.3-19), and no additional mitigation measures are required.

Therefore, the Reconfigured Project would not result in any new significant energy impacts, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addendum.

(i) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and Addendum, remain applicable to the Reconfigured Project. Specifically, Project Design Features P-4 and P-5 and Mitigation Measures I.3-1 through I.3-19 would be implemented as part of the Reconfigured Project.

Q. Cumulative Impacts

Cumulative impacts are defined as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental

[19] *Energy was evaluated in the Addendum based on daily (peak) demand, which would occur on stadium event days.*

[20] *1 Therm = 100,000 British thermal units (Btu) = 100 cubic foot (cf).*

Table 10
Reconfigured Project Event Day Electricity Consumption Associated with the Ancillary Building

Ancillary Building Use[a]	Quantity	Consumption Rate (kWh/unit/year)[a]	Total Average (kWh/day)[b]
Food Hall/Marketplace	30,000 gsf	30.50[c]	2,507
Team Store and Other Retail	11,000 gsf	13.55	408
Miscellaneous Supporting Uses[d]	5,580 gsf	25.93[e]	396
Total Reconfigured Project Ancillary Building			**3,311**
Total Modified Project Ancillary Uses			5,260

gsf = gross square feet

[a] *Usage Factors are based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

[b] *Annual consumption / 365 days per year.*

[c] *This generation rate represents a blended rate derived from the demand factors for restaurant and retail uses.*

[d] *Includes lobbies, VIP entrances, restrooms, and mechanical and engineering space located in the Ancillary Building.*

[e] *As these uses would be developed as part of the primary land uses within the Ancillary Building, this generation rate represents a blended rate derived from the food hall/marketplace and team store/retail rates used, weighted to reflect the percentage of food hall/marketplace versus team store/retail floor area within the Ancillary Building.*

Source: Eyestone Environmental, 2016.

impacts."[21] The analysis of cumulative impacts need not be as in-depth as what is performed relative to the project.

The Certified EIR analysis concluded that the Original Stadium Project would result in significant and unavoidable cumulative impacts with respect to construction-related air quality, and less than significant cumulative impacts with respect to aesthetics, operational air quality, GHG emissions, historic resources, land use, noise, fire protection, traffic, parking wastewater, water, solid waste, electricity, and natural gas. Cumulative impacts with respect to agriculture and forestry resources, biological resources, archaeological and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population/housing/employment, police services, schools, parks and recreational facilities, libraries, and construction traffic were not assessed in detail in the Certified EIR.

[21] *State CEQA Guidelines, 14 California Code of Regulations, § 15355, et seq.*

Table 11
Reconfigured Project Event Day Natural Gas Consumption Associated with the Ancillary Building

Ancillary Building Use[a]	Quantity	Consumption Rate (therms/sf/year)[a]	Total Average (therms/day)[b]
Food Hall/Marketplace	30,000 gsf	1.08[c]	89
Team Store and Other Retail	11,000 gsf	0.05	2
Miscellaneous Supporting Uses[d]	5,580 gsf	0.80[e]	12
Total Reconfigured Project Ancillary Building			**103**
Total Modified Project Ancillary Uses			124

gsf = gross square feet

[a] *Usage Factors are based on Table 8-5 of California Commercial End-Use Survey, March 2006. 1 Therm = 100,000 Btu = 100 cubic foot.*

[b] *Annual consumption/365 days per year.*

[c] *This generation rate represents a blended rate derived from the demand factors for restaurant and retail uses.*

[d] *Includes lobbies, VIP entrances, restrooms, and mechanical and engineering space located in the Ancillary Building.*

[e] *As these uses would be developed as part of the primary land uses within the Ancillary Building, this generation rate represents a blended rate derived from the food hall/marketplace and team store/retail rates used, weighted to reflect the percentage of food hall/marketplace versus team store/retail floor area within the Ancillary Building.*

Source: Eyestone Environmental, 2016.

The Addendum evaluated an updated list of related projects in the Project vicinity as part of the Modified Project's cumulative impacts analysis and concluded that cumulative impacts with respect to regional air emissions during construction would be significant and unavoidable. All other cumulative impacts were concluded to be less than significant. Accordingly, the Addendum determined that the Modified Project would not result in new significant cumulative impacts or increase the severity of significant cumulative impacts that were previously evaluated and disclosed in the Certified EIR.

As the Addendum was prepared approximately nine months ago and the Modified Project was recently approved in May 2016, the related projects list used in the Addendum remains relevant and generally represents current planning projections. Additionally, as demonstrated throughout the analyses above, impacts associated with the Reconfigured Project would be fully within the scope of those associated with the Modified Project, as evaluated in the Addendum. Moreover, as there are no new project-specific impacts associated with the Reconfigured Project and no new circumstances which may affect cumulative impacts, the cumulative impacts associated with the Reconfigured Project are anticipated to be the same or somewhat less than those identified for the Modified Project

due to the reduction in square footage of the Ancillary Building. Therefore, the Reconfigured Project would not result in new significant cumulative impacts or increase the severity of significant cumulative impacts previously evaluated and disclosed in the Certified EIR or the Addendum.

V. Conclusion

As demonstrated by the discussion above, all of the potential environmental impacts associated with the Reconfigured Project would be within the envelope of impacts already evaluated in the Certified EIR and the Addendum for the Original Stadium Project and the Modified Project, respectively. Therefore, the Reconfigured Project would not result in new significant impacts or increase the severity of significant impacts previously evaluated and disclosed in the Certified EIR or the Addendum. Therefore, no further environmental analysis of the Reconfigured Project is necessary. An updated MMP containing all Project Design Features and Mitigation Measures applicable to the Reconfigured Project is included as Appendix A to this Addendum.

Appendices

Appendix A

Mitigation Monitoring Program

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Aesthetics					
Project Design Features **PDF A-1:** The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities. **PDF A-2:** Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. **PDF A-3:** The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study. **PDF A-4:** Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	Los Angeles Memorial Coliseum Commission (LAMCC)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west. **PDF A-5:** All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations). **PDF A-6:** Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise. ***Project-Specific Mitigation Measures*** **MM A-1:** Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. **MM A-2:** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high -performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.					
Agriculture and Forestry Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Air Quality					
Project Design Features **PDF C-1:** Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards.	Field check to confirm implementation.	Construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
PDF C-2: The Project Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.					
Project-Specific Mitigation Measures					
MM B-1: The Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. **MM B-2:** The Applicant shall use low-VOC paints for all interior and exterior surfaces.					
Biological Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Cultural Resources—Archeological and Paleontological Resources					
Project Design Features **PDF E-1:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.	Field check to confirm implementation.	Construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.					
Cultural Resources—Historic Resources					
Project-Specific Mitigation Measures	Report submittal; issuance of demolition permit	Pre-Construction	LAMCC		
MM D-1: Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features; b) Duplicates of historic photographs, if available; c) Duplicates of existing drawings including plans, elevations, and sections, if available; and d) Large format (4-inch by 5-inch negative or larger), archival photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features including select landscape, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.					
Geology and Soils					
Project Design Features **PDF F-1:** A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code	Report submittal; plan approval	Pre-Construction	Los Angeles Department of Building and Safety		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements: • Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between			(LADBS)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
any structural connection features. • Should portions of the proposed structures require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report. • The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report. • Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report. • Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion. • A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system. • Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
within 30 feet of below-grade walls. • Utility subgrade shall be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material. • After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report. • Temporary excavations shall be constructed in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer. • If perched groundwater is encountered during					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Modified Project construction, temporary construction dewatering, where required, shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas. • All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.					
Greenhouse Gas Emissions					
Project Design Features **PDF G-1:** The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. **PDF G-2:** The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances. **PDF G-3:** The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled: • Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.) • Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles • Reduced price Metro transit passes for project employees • Printed transit information on tickets					
Hazards and Hazardous Materials					
Project-Specific Mitigation Measures **MP-H-1:** Prior to the issuance of a demolition permit, a geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and	Survey preparation; issuance of demolition permit.	Pre-Construction; construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.					
MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering, evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
treatment of dewatering discharge.					
Hydrology and Water Quality					
Project-Specific Mitigation Measures **MM E-1:** The Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. **MM E-2:** The Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. **MM E-3:** The Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LADBS		
Land Use and Planning					
Project-Specific Mitigation Measures **MM F-1:** The Applicant shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions.	Plan approval	Pre-Construction	LADBS		
Mineral Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Noise					
Code-Required Measures **CR G-1:** The Applicant shall comply with the LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. **CR G-2:** The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. ***Project Design Features*** **PDF L-1:** During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively. ***Project-Specific Mitigation Measures*** **MM G-1:** The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway.	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC; LADBS; Los Angeles Department of Transportation (LADOT)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible. **MM G-2:** The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers. **MM G-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. **MM G-4:** The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.					
Population, Housing, and Employment					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Fire Services					
Project-Specific Mitigation Measures **MM H.1-1:** Sprinkler systems shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903). **MM H.1-2:** All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2). **MM H.1-3:** The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet. **MM H.1-4:** Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4). **MM H.1-5:** If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4) **MM H.1-6:** When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	LAMCC; Los Angeles Fire Department (LAFD)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5).					
MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.					
MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.					
MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.					
MM H.1-10: All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2).					
MM H.1-11: Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Public Services—Police Protection					
Project-Specific Mitigation Measures **H.2-1:** The Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers. **H.2-2:** Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity. **H.2-3:** The Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan may include some or all of the following components: i. Provisions for an on-site private security force that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and walkways, parking lots, and stairwells. ii. The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system. iii. The proposed security shall incorporate low level and directional lighting features to	Field check to confirm implementation.	Construction; Operation	LAMCC; Los Angeles Police Department (LAPD)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.					
Public Services—Schools					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Park and Recreation					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Other Public Facilities					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Traffic/Transportation/Parking					
Project Design Features **PDF O-1:** The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by the University of Southern	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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California).					
PDF O-2: Attendance at conference facility functions on non-event weekdays starting between 7:00 and 10:00 A.M. shall be limited to 261 attendees, and attendance at conference facility functions on non-event weekdays starting or ending between 3:00 and 6:00 P.M. shall be limited to 430 attendees.					
PDF O-3: A maximum of 8,000 sf of uses within the proposed food hall/marketplace may be open for business during the weekday A.M. peak hour. The team store, other retail uses, and all other restaurant uses shall not open for business until 10:00 A.M. or later.					
PDF O-4: For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.					
PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.					
PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not limited to the Expo Light Rail.					
Project-Specific Mitigation Measures					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
MM G-1: The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible. **MM J-1:** Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Applicant and USC					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. **MM J-2:** The Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.					
Utilities and Service Systems—Wastewater					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Utilities and Service Systems—Water					
Project Design Features **PDF P-1:** The Modified Project would reduce indoor potable water demand by at least 20 percent below Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata. ***Project-Specific Mitigation Measures*** **MM I.2-1:** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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following conservation measures for all new development in the City of Los Angeles: • High-efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High-efficiency dual flush toilets in single-use bathrooms; • High-efficiency urinals (0.125 gallons per flush or less, includes waterless urinals); • Restroom faucet flow rate of 0.35 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 1.5 gallons per minute or less; • Limit of one showerhead per shower stall; • High-efficiency clothes washers (water factor of 6.0 or less); • High-efficiency dishwashers (ENERGY STAR rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration; • Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling; (Note: Single-pass cooling refers to the use of potable water to extract heat from process					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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equipment) • Irrigation system requirements: – Weather-based irrigation controller with rain shutoff; – Flow sensor and master valve shutoff (large landscapes); – Matched precipitation (flow) rates for sprinkler heads; – Drip/microspray/subsurface irrigation where appropriate; – Minimum irrigation system distribution uniformity of 75 percent; – Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; – Use of landscape contouring to minimize precipitation runoff; • Metering: – All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); • Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.					
Utilities and Service Systems—Solid Waste					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content or shall be manufactured within a 500-mile radius of the Project Site. **PDF P-3:** During operation, the Modified Project shall: • Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control. • Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria: – Bio-based materials and/or chemicals – Minimal presence of exposure to potentially harmful chemicals – No Volatile Organic Compounds (VOC) – Biodegradable – Non-toxic – Low flammability ***Project-Specific Mitigation Measures*** **MM I.4-1:** The Applicant shall develop a construction and demolition debris recycling program to divert a	Field check to confirm implementation.	Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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minimum of 75 percent of construction related solid waste and demolition debris from area landfills. **MM I.4-2:** The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.					
Utilities and Service Systems—Energy					
Project* Design Features** **PDF P-4:** The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf. **PDF P-5:** The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program. ***Project-Specific Mitigation Measures **MM I.3-1:** Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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minimum efficiency levels mandated in the California Code of Regulations. **MM I.3-2:** The Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air conditioning equipment in accordance with building demands; • The isolation of air conditioning to any selected floor to floors; and • Where feasible, reduce building conditioning load by reducing the amount of conditioned building area. **MM I.3-3:** The Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted. **MM I.3-4:** The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from buildings, via ceiling plenum, shall be used to					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
reduce cooling loads in warm weather.					
MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.					
MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.					
MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.					
MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.					
MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated.					
MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible: • Exterior walls abutting to conditioned spaces: R-60 • Roof areas abutting conditioned spaces: R-80[b]					
MM I.3-11: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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loads during warm weather and heating loads during cool weather.					
MM I.3-12: The Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.					
MM I.3-13: The Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.					
MM I.3-14: The Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.					
MM I.3-15: The Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.					
MM I.3-16: The Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.					
MM I.3-17: Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.					
MM I.3-18: The Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures**.**					
MM I.3-19: Design Project shall focus pedestrian activity within sheltered outdoor areas.					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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[a] *PDF = Project Design Features*

MM = The "MM" and "CR" prefixes identify mitigation measures and code-required measures set forth in the Certified EIR for the Original Stadium Project.

MP = The "MP" prefix identifies mitigation measures set forth in the Addendum for the Modified Project that would be implemented in addition to the mitigation measures set forth in the Certified EIR for the Original Stadium Project.

[b] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

Source: Eyestone Environmental, 2016.

Appendix B

Traffic Memorandum

FEHR PEERS

DRAFT MEMORANDUM

Date: June 9, 2016

To: Stephanie Eyestone, Eyestone Environmental

From: Tom Gaul and Spencer Reed, Fehr & Peers

Subject: ***Traffic and Parking Evaluation of LAFC Reconfigured Project***

Ref: LA15-2734

This document is a technical addendum to the transportation impact analysis conducted by Fehr & Peers for the proposed Los Angeles Football Club (LAFC) Stadium (Project)[1] (EIR Addendum Traffic Study) and included in the *Addendum to the Environmental Impact Report for the Los Angeles Memorial Sports Arena Redevelopment Project*[2] (EIR Addendum). This technical addendum evaluates a Reconfigured Project generating a functionally equivalent level of vehicle trips as the Project evaluated in the EIR Addendum Traffic Study.

PROJECT DESCRIPTION

The Project as evaluated in the EIR Addendum Traffic Study would include the demolition of the existing Sports Arena building on the Project site and the construction of an approximately 22,000-seat stadium, and an additional approximately 119,000 gross square feet (gsf) of floor area containing the stadium's proposed associated ancillary uses. The stadium would be used for Major League Soccer (MLS) games, as well as other events such as concerts and community events. The ancillary uses as evaluated in the EIR Addendum Traffic Study would include:

- Up to approximately 35,000 gsf of conference facility and office space including no more than 25,000 gsf of office (with conference facility functions generating trips during the weekday AM peak hour limited to 261 attendees and conference facility functions generating trips during the weekday PM peak hour limited to 430 attendees),
- An approximately 40,000 gsf museum,
- Up to approximately 30,000 gsf of team store or other retail space (of which no more than 3,000 gsf could be located along the Figueroa Street frontage of the Project), and
- Up to approximately 14,000 gsf of restaurants including no more than 5,000 gsf of high-turnover sit-down restaurants and 3,000 gsf of fast food restaurants (of which no more than 1,500 gsf could be located along the Figueroa Street frontage of the Project).

[1] Fehr & Peers, *Los Angeles Football Club Stadium Project, Draft Transportation Analysis Report*, August 2015.

[2] Eyestone Environmental, *Addendum to the Environmental Impact Report for the Los Angeles Memorial Sports Arena Redevelopment Project*, September 2015 (State Clearinghouse No. 2010041059).

The Reconfigured Project as evaluated in this memorandum would similarly include the demolition of the existing Sports Arena building on the Project site and the construction of an approximately 22,000-seat stadium. The type and quantity of the ancillary uses would be modified, as follows:

- Up to approximately 13,200 gsf of conference facility plus an auxiliary outdoor deck that would be operated in connection with events occurring within the conference facility (with conference facility functions generating trips during the weekday AM peak hour limited to 261 attendees and conference facility functions generating trips during the weekday PM peak hour limited to 430 attendees),[3]
- Up to approximately 12,140 gsf of team store, including 11,000 gsf in the ancillary space and 1,140 gsf within the stadium (not along Figueroa Street), and
- Up to approximately 30,000 gsf of a marketplace element, described below (of which no more than 8,000 gsf could be open for business during the weekday AM peak hour).

The team store would not be open for business until mid- to late-morning. The marketplace element would be modeled on the Anaheim Packing District project in the City of Anaheim. The Anaheim Packing District project opened in 2014. It consists of a combination of retail shops, restaurants, bars, and retail and food kiosks located in a large, open floor plan. Older examples of this type of concept include the Grand Central Market in Downtown Los Angeles.

In addition, approximately 6,000 gsf of facility worker office space would be provided not as part of the ancillary uses but within the stadium in support of the stadium operations. This support use would not generate additional traffic beyond the traffic already anticipated to be generated by the replacement stadium in the draft and final environmental impact reports (EIRs) prepared for the Los Angeles Memorial Sports Arena Redevelopment Project, in November 2010 and January 2011, respectively (Original Stadium Project)[4,5] and certified by the Los Angeles Memorial Coliseum Commission in February 2011 ("Certified EIR"). This approximately 6,000 gsf of facility worker office space (i.e., building maintenance and building operations) is different than the ancillary use office space that was analyzed in the EIR Addendum Traffic Study, which was intended to be office space associated with team operations (i.e., team management, coaching staff, etc.) that would have generated additional trips beyond normal and expected stadium facility operations. Offices associated with team operations will be located in a different location in conjunction with LAFC's practice fields, which is a separate project at a to-be-determined location in the region that is distinct from the project that is the subject of this analysis.

Table 1 compares the Project as evaluated in the EIR Addendum with the Reconfigured Project.

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[3] In addition to the conference facility functions, the stadium's club bar/lounges, suites, and terraces would be used both during games and events at the stadium as well as for programming on non-event days. Potential hours of operation on non-event days would be in the evenings until 2 AM on weekdays and from mid-morning until 2 AM on weekend days. Since such activities would not occur until after 7:00 PM on weekdays, they would not result in additional peak hour trip generation.

[4] Los Angeles Memorial Coliseum Commission, *Los Angeles Memorial Sports Arena Redevelopment Project, Draft Environmental Impact Report*, November 2010.

[5] Los Angeles Memorial Coliseum Commission, *Los Angeles Memorial Sports Arena Redevelopment Project, Final Environmental Impact Report*, January 2011.

TRAFFIC ANALYSIS OF RECONFIGURED PROJECT

Traffic Study Approach

Games, concerts and other large events and functions have historically been held at the Sports Arena, which is proposed for demolition. The traffic impacts of operating a 22,000-seat professional soccer stadium on the Project site were analyzed in the Certified EIR. The Certified EIR concluded that no new significant traffic impacts would result from a game or event hosted in a 22,000-seat professional soccer stadium located on the Project site. As such, impacts associated with a game or event in the new stadium would not be considered new impacts and were not the subject of the EIR Addendum Traffic Study.

Because the Project's ancillary uses were not analyzed in the Certified EIR, the operation of those uses and any potential associated traffic impacts were the focus of the EIR Addendum Traffic Study. The ancillary uses proposed would be open only to ticket-holding game/event patrons during a period of time before, during and after the game/event, with no material increase in event-related traffic expected. Because the Project's proposed ancillary uses do not presently exist on the site and they would be open to the public on non-event days, however, the EIR Addendum Traffic Study quantitatively evaluated the potential for traffic impacts of these ancillary uses on non-event days. The same approach is used in this memorandum.

The EIR Addendum Traffic Study concluded that the Project as evaluated in the EIR Addendum would not create any significant traffic impacts. The purpose of this analysis is to confirm that the Reconfigured Project would similarly not generate any significant traffic impacts.

Reconfigured Project Trip Generation

The Reconfigured Project ancillary uses would include up to approximately 13,200 gsf of conference facility space with an auxiliary outdoor deck, team store uses of up to approximately 12,140 gsf, and up to approximately 30,000 gsf of a marketplace element. The conference space and team store are uses that were previously evaluated in the EIR Addendum Traffic Study; the methodology used to estimate trips for these uses is described in that study and the same approach for those uses is employed in this technical addendum. In order to evaluate the trip generation and impacts of the Reconfigured Project, however, it was also necessary to consider the trip-generating characteristics of the proposed marketplace element.

The Institute of Transportation Engineers' (ITE's) Trip Generation manual[6] is traditionally relied upon as a primary source for trip generation rates. The ITE manual provides rates for three basic types of restaurants: quality restaurants, high-turnover (sit-down) restaurants, and fast-food restaurants. It also includes rates for drinking places (bars). The ITE definitions of each of these uses are provided in Attachment A.

The Anaheim Packing District, upon which the Reconfigured Project's marketplace element is based, includes a mix of restaurant types, including quality restaurants, high-turnover sit-down restaurants, bars, and quick-service walk-up restaurants. Traditionally, the latter category would often be treated as fast food. The ITE rate for fast-food restaurants, however, is not considered to be applicable to the Reconfigured Project, for a number of reasons:

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[6] Institute of Transportation Engineers, *Trip Generation, 9th Edition*, 2012.

- Traditional fast-food restaurants are located on busy commercial corridors and serve as convenience (not destination) restaurants. They have easily-accessible parking near the door to the restaurant, and the distance from the door to the counter within the restaurant is short. Driveway trip generation rates are high, but a high percentage of the trips are pass-by, meaning that they are not new trips added to the transportation system but rather are diverted from the passing stream of traffic. Much of the trade is take-out, and there are high turnover rates for eat-in customers.

- The Anaheim Packing District, on the other hand, provides a destination experience. Parking is provided in a number of different parking lots in the blocks near the project, and a fair amount of walking is required from the parking location to the use. Additional walking is required once within the project. As such, it does not lend itself to convenience trade. The average length of stay is longer, with a lower level of turnover than a traditional fast-food restaurant. Similar conditions would be present at the Reconfigured Project, with parking provided in various Exposition Park parking lots and the marketplace element not oriented to the street.

In order to provide flexibility and in consideration of the different types of uses that could be within the marketplace element of the Reconfigured Project, it is appropriate to derive blended trip generation rates. This approach was discussed with LADOT, who concurred with the approach based on the unique nature of the use. For this purpose, a mix of quality restaurant, high-turnover restaurant, bar/drinking place, and specialty retail uses was assumed. The derivation of the blended rates is as follows:

Land Use	ITE Code	Trip Generation Rate (vehicle trips per 1,000 square feet)		
		Daily	AM Peak Hour	PM Peak Hour
Quality Restaurant	931	89.95	0.81	7.49
High-Turnover Restaurant	932	127.15	10.81	9.85
Drinking Place (Bar)	925	89.95	n/a	11.34
Specialty Retail	826	44.32	0.96	2.71
Marketplace Blended Rate		87.84	10.81 [a]	7.85

Note:

a. No more than 8,000 gsf of the marketplace area is proposed to be open during the weekday AM peak hour. For the AM peak hour, the ITE rate for high-turnover restaurant is used without blending, since the bar and quality restaurant elements of the marketplace (and most of the retail shops) would likely be closed during the morning peak hour

Table 2 shows the trip generation estimate for the Reconfigured Project using the blended rates for the marketplace element and the trip generation rates for the other ancillary uses that were used in the EIR Addendum Traffic Study. Detailed tables supporting the development of the internalization factors between each land use are provided in Attachment B. As shown in Table 2, the Reconfigured Project's ancillary uses with this mix of uses are estimated to generate a net external 2,461 daily trips on a non-event weekday, including 109 trips (85 inbound/24 outbound) during the AM peak hour and 256 trips (86 inbound/170 outbound) during the PM peak hour. This is 154 less trips on a daily basis and four less trips during the PM peak hour than the Project as evaluated in the EIR Addendum Traffic Study. It is 20 more trips during the AM peak hour; however, the critical trips during the AM peak hour for purposes of determining

whether a significant traffic impact would occur are the inbound trips, and the Project as evaluated in the EIR Addendum Traffic Study and the Reconfigured Project are both projected to generate the same number (85) of inbound trips during the AM peak hour.

Traffic Volumes

The estimated Reconfigured Project trips were added to the existing traffic volumes to estimate existing plus project traffic volumes on a non-event day and were added to the year 2018 future base traffic projections from the EIR Addendum Traffic Study to estimate future plus project AM and PM peak hour traffic volumes on a non-event day. The intersection traffic volumes are included in Attachment C.

Intersection Level of Service Analysis

Intersection levels of service (LOS) were evaluated with the Reconfigured Project traffic and are shown in Tables 3 and 4 for the existing plus project and future plus project scenarios, respectively. LOS worksheets are included in Attachment D. The future scenario also considered the effect of the MyFigueroa Streetscape project on lane configurations at the study intersections along Figueroa Street.

The LOS was evaluated using the City of Los Angeles significance criteria to determine the significance of project impacts:

LOS	Final V/C Ratio	Project Related Increase in V/C
C	>0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E or F	> 0.901	equal to or greater than 0.010

As shown in Tables 3 and 4, using the City of Los Angeles criteria for determination of significant impacts, the increase in volume-to-capacity (V/C) ratios attributable to the Reconfigured Project would be below the applicable thresholds of significance and the Reconfigured Project would not significantly impact traffic at any of the study intersections under either existing plus project or future plus project conditions. This same conclusion was reached for the Project as evaluated in the EIR Addendum Traffic Study.

Congestion Management Program Impacts

This section presents an analysis of potential impacts of the Reconfigured Project on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in *Congestion Management Program for Los Angeles County* (CMP) (Metro, 2010), using the same methodology as the EIR Addendum Traffic Study.

The closest CMP arterial monitoring station to the Project site, the intersection of Alameda Street & Washington Boulevard, is approximately 2.5 miles from the Project site. The Reconfigured Project is not expected to add 50 or more vehicle trips during the AM or PM peak hours on non-event days in the eastbound and westbound directions at any of the study intersections along the eastern boundary of the Study Area, much closer to the Project site. Therefore, the Reconfigured Project would not add more than 50 trips to the intersection of Alameda Street & Washington Boulevard farther east and no further arterial review using CMP criteria is required.

The CMP mainline freeway monitoring stations closest to the Project site are I-10 at Budlong Avenue and I-110 at Slauson Avenue. Based on the trip generation estimates shown in Table 2 and trip distribution pattern developed in the EIR Addendum Traffic Study, the Reconfigured Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days at both of these locations. Additionally, the Reconfigured Project is projected to result in an increase of fewer than 150 trips for both the morning and evening peak hours on non-event days on I-110 at Exposition Boulevard and Martin Luther King, Jr. Boulevard and on I-10 at Vermont Avenue and Hoover Street, which represent the freeway segments closest to the Project site. Since fewer than 150 trips would be added by the Reconfigured Project to the freeways serving the Study Area during the AM or PM peak hours, no further analysis of the freeway segments is required for CMP purposes.

Using the CMP methodology described in the EIR Addendum Traffic Study, the Reconfigured Project is estimated to generate an estimated 29 new transit riders in AM peak hour and 69 transit riders in the PM peak hour on non-event days. The Project location is well served by numerous established local and regional transit routes; including the Metro Expo LRT, the Metro Silver Line BRT, multiple other express bus routes on the Harbor Freeway Transitway, multiple local bus routes, and DASH. As discussed in the EIR Addendum Traffic Study, the total estimated capacity for transit is approximately 24,380 persons in the peak hours. The Reconfigured Project's estimated non-event day transit riders of 29 in the AM peak hour and 69 in the PM peak hour would utilize less than 0.3% of available transit capacity during the peak hours on non-event days, similar to the finding in the EIR Addendum Traffic Study for the Project.

Thus, the Reconfigured Project would have less than significant impacts on the regional transportation system. This conclusion is consistent with the conclusion in the EIR Addendum Traffic Study for the Project.

Site Access Impacts

Vehicle access to the Project site will be provided off of Figueroa Street via Exposition Park Drive (Christmas Tree Lane) and Martin Luther King, Jr. Boulevard. Primary vehicle access on non-event days will occur at the existing signalized intersections of Hoover Street & Martin Luther King, Jr. Boulevard and Figueroa Street & Exposition Park Drive/39th Street. Truck access to the Reconfigured Project loading docks will be provided from South Coliseum Drive (Hoover Street).

As indicated in the intersection level of service analysis on Tables 3 and 4, the two access intersections are projected to operate at LOS C or better under existing plus Project conditions and at LOS D or better under future with Project conditions on non-event days. Thus, with the addition of Reconfigured Project traffic under these conditions, no significant impact would occur. This conclusion is consistent with the conclusion in the EIR Addendum for the Project.

PARKING ANALYSIS OF RECONFIGURED PROJECT

LAMC Code Requirements

Consistent with the parking analysis contained in the EIR Addendum[7], parking requirements were analyzed for the Reconfigured Project using Los Angeles Municipal Code (LAMC) Section 12.21A.4, which establishes vehicle parking space ratios based on square feet or seats, and Section 12.21A.16, which establishes requirements for bicycle parking spaces. In addition, the bicycle parking requirements set forth in the Coliseum District Specific Plan adopted in May 2016[8] were used to determine the parking for the stadium component of the Reconfigured Project. The following ratios were used to determine the required number of vehicle and bicycle parking spaces for the Reconfigured Project:

- Stadium – One vehicle space per five fixed seats (per LAMC Section 12.21.A.4) and bicycle parking spaces at a ratio of 2 percent of the stadium seating capacity (per the Coliseum District Specific Plan). Per the Coliseum District Specific Plan, the number of physical parking spaces for bicycles required for the ancillary uses shall count toward this requirement and any remaining required bicycle spaces can be provided by a bicycle valet during stadium events.

- Conference Facilities – One vehicle space per 35 gsf, one short-term bicycle space per 350 gsf, and one long-term bicycle space per 700 gsf.

- Team Store – One vehicle space per 250 gsf, one short-term bicycle space per 2,000 gsf, and one long-term bicycle space per 2,000 gsf.

- Marketplace – One vehicle space per 100 gsf, one short-term bicycle space per 2,000 gsf, and one long-term bicycle space per 2,000 gsf (using the LAMC requirements for restaurants).

As shown in Table 5, after applying the aforementioned LAMC parking requirements, the required parking for the stadium component of the Reconfigured Project on event days is estimated at 4,400 vehicle parking spaces (the same as estimated in the EIR Addendum). Since the Reconfigured Project's ancillary uses would only be open to ticketed patrons of the stadium on event days, the required parking for the Reconfigured Project's ancillary uses on event days would be up to approximately 93 parking spaces based on an estimate of the parking that would be needed for employees that would be working in the ancillary uses on stadium event days that would not otherwise be present as stadium employees (see Table 6). The required parking for the Reconfigured Project's ancillary uses under the LAMC is initially estimated at 726 vehicle parking spaces on non-event days (greater than the 676 vehicle spaces estimated in the EIR Addendum related to changes in the mix of uses, primarily due to the increase in conference facility floor area).

Using the standard set forth in the Coliseum District Specific Plan of 2% of stadium seating capacity for the bicycle parking space requirement, the required bicycle parking for the stadium is estimated at 440 bicycle spaces. Under applicable LAMC requirements for the Reconfigured Project's ancillary uses, approximately 99 bicycle spaces would be required for the ancillary uses (59 short-term and 40 long-

[7] Fehr & Peers, *Parking Analysis for the Los Angeles Football Club Stadium Project*, memorandum dated August 17, 2015.
[8] City of Los Angeles, *Coliseum District Specific Plan*, Ordinance No. 184289, adopted May 6, 2016.

term). Per the Coliseum District Specific Plan, the bicycle parking spaces for the ancillary uses count towards the stadium requirement, thus reducing the net requirement for the stadium to 341 additional bicycle spaces on event days, which can be provided via bicycle valet. The LAMC also permits reductions in the required number of vehicle spaces at a ratio of one vehicle space reduced for every four bicycle spaces provided, up to a maximum of 20% of the required vehicle spaces for non-residential uses. As shown in Table 5, with these reductions and assuming all of the bicycle parking spaces described above are provided, the net required vehicle parking is estimated at 4,400 vehicle spaces for the stadium component of the Reconfigured Project on event days, and 701 vehicle spaces for the Reconfigured Project's ancillary uses on non-event days (greater than the 648 vehicle spaces estimated in the EIR Addendum for the ancillary uses after bicycle reduction primarily due to the increase in conference facility floor area).

On non-event days, the vehicle parking supply provided by Exposition Park (approximately 5,961 existing spaces and up to 6,204 spaces with the Project) will adequately meet the code requirement of 726 vehicle parking spaces (without reduction for bicycle credit) or 701 vehicle parking spaces (with reduction for bicycle credit) for the Reconfigured Project's ancillary uses. This conclusion is consistent with the conclusion in the EIR Addendum for the Project.

On stadium event days, the LAMC requirement of 4,400 vehicle spaces for the Reconfigured Project will be accommodated by the vehicle parking supply provided for events in Exposition Park (approximately 4,986 to 5,961 existing spaces and up to 5,236 to 6,204 spaces with the Reconfigured Project). This conclusion is consistent with the conclusion in the EIR Addendum for the Project and in the Certified EIR for the Original Stadium Project.

As described above, the Reconfigured Project's ancillary uses will only be open to ticketed patrons of the stadium on stadium event days; and thus the 726 or 701 vehicle spaces for the ancillary uses will not be needed separate from the stadium requirement on event days. To the extent that some of the ancillary uses may be considered additional to the typical uses considered in the code requirement for a stadium, there could be some additional parking need for employees. It is estimated that up to approximately 93 parking spaces may be needed for employees of the ancillary uses if they all were to be open during stadium events and were considered to add additional employees beyond those normally required to operate the stadium (see Table 6). This could conservatively increase the Reconfigured Project's potential parking need on event days to as many as 4,493 spaces (4,400 for the stadium and 93 for the additional ancillary use employees), which would still be accommodated by the vehicle parking supply provided for events in Exposition Park (approximately 4,986 to 5,961 existing spaces and up to 5,229 to 6,204 spaces with the Reconfigured Project). Accordingly, parking impacts of the Reconfigured Project would be less than significant.

Employee Parking on Coliseum Event Days

It is estimated that up to approximately 116 parking spaces may be needed for employees of the ancillary uses if they all were to be open on Coliseum event days (see Table 7). This is less than the 178 employee parking spaces estimated in the EIR Addendum, primarily due to the elimination of the ancillary office and museum uses. In order to not interfere with the parking supply available to the Coliseum on large Coliseum event days, these employees will be parked either in one or more of the following locations: (1) temporarily in the subterranean loading dock/service area beneath the Project; (2) in the Project's VIP

parking lot adjacent to the soccer stadium; and/or (3) in off-site parking locations to be arranged by the Applicant. If off-site location(s) are beyond 750 feet from the Project site, shuttles will be provided to shuttle employees between the parking location(s) and the Project site. Therefore, sufficient parking supplies for Reconfigured Project employees would be provided on Coliseum event days, and parking impacts would be less than significant.

CONCLUSION

The ancillary uses proposed as part of the LAFC Reconfigured Project would generate a functionally equivalent number of AM peak hour inbound trips and PM peak hour total trips as compared to the Project evaluated in the EIR Addendum. No significant traffic impacts would occur as a result of the Reconfigured Project. Parking impacts of the Reconfigured Project would also be less than significant.

TABLE 1
LAFC PROJECT ANCILLARY USES

Land Use	Project as Evaluated in EIR Addendum	Reconfigured Project
Conference Facilities	10,000 gsf (events generating trips during the AM peak hour limited to 261 attendee and events generating trips during the PM peak hour limited to 430 attendees)	13,200 gsf (events generating trips during the AM peak hour limited to 261 attendee and events generating trips during the PM peak hour limited to 430 attendees)
Museum	40,000 gsf (closed during AM peak)	None
Team Store	15,000 gsf (closed during AM peak)	11,000 gsf (closed during AM peak)
2nd Team Store	n/a	1,140 gsf (closed during AM peak)
Other Retail (fronting Figueroa)	3,000 gsf (closed during AM peak)	None
Other Retail (not fronting Figueroa)	12,000 gsf (closed during AM peak)	Included in marketplace
Quality Restaurant	6,000 gsf (closed during AM peak)	Included in marketplace
High-Turnover (Sit-Down) Restaurant	5,000 gsf (closed during AM peak)	Included in marketplace
Fast Food Restaurant (fronting Figueroa)	1,500 gsf (closed during AM peak)	None
Fast Food Restaurant (not fronting Figueroa)	1,500 gsf (closed during AM peak)	Included in marketplace
Office	25,000 gsf general office	6,000 gsf facilities office within stadium in support of stadium operations (not part of ancillary uses)
Marketplace	None	30,000 gsf (8,000 gsf open during AM peak)

TABLE 2
TRIP GENERATION ESTIMATE
LAFC PROGRAM ON A NON-EVENT WEEKDAY: RECONFIGURED PROJECT

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]								Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Trip Rate	Daily	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	Rate	% In	% Out	Rate	% In	% Out	Unit	Trips	In	Out	Total	In	Out	Total
Conference Facilities		13.2 ksf															
Persons		261 prsns AM	3	100%	50%	0%	100%	10%	75%		1,121	131	0	261	43	323	430
Gross vehicles		430 prsns PM	1.00	0.50			0.50			per person	1,121	66	0	66	22	162	184
Internal capture [c]		[b]	*18%*		*9%*	*0%*		*37%*	*21%*		(205)	(6)	0	(6)	(8)	(34)	(42)
Transit credit [d]			*15%*	*15%*			*15%*				(137)	(9)	0	(9)	(2)	(19)	(21)
Net External Conference											779	51	0	51	12	109	121
Team Store	826 [f]	0.0 ksf AM [g]	44.32	0.96	62%	38%	2.71	44%	56%	per ksf	538	0	0	0	15	18	33
Internal capture [c]		12.14 ksf PM	*64%*		*0%*	*0%*		*75%*	*54%*		(342)	0	0	0	(11)	(10)	(21)
Transit credit [d]			*15%*	*15%*			*15%*				(29)	0	0	0	(1)	(1)	(2)
Pass-by from net trips [e]			*10%*	*10%*			*10%*				(17)	0	0	0	0	(1)	(1)
Net External Hall of Fame Store											150	0	0	0	3	6	9
Marketplace	Blended	8.0 ksf AM	87.84	10.81	55%	35%	7.85	59%	41%	per ksf	2,635	47	39	86	139	97	236
Internal capture [c]	[h]	30.0 ksf PM	*20%*		*0%*	*15%*		*29%*	*21%*		(515)	0	(6)	(6)	(40)	(21)	(61)
Transit credit [d]			*15%*	*15%*			*15%*				(318)	(7)	(5)	(12)	(15)	(11)	(26)
Pass-by from net trips [e]			*15%*	*15%*			*15%*				(270)	(6)	(4)	(10)	(13)	(10)	(23)
Net External High-Turnover Rest.											1,532	34	24	58	71	55	126
RECONFIGURED PROJECT TOTAL											**2,461**	**85**	**24**	**109**	**86**	**170**	**256**
Project Total as Evaluated in EIR Addendum											2,615	85	4	89	63	197	260
Difference											(154)	0	20	20	23	(27)	(4)

Notes:

a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012, unless otherwise noted.
b. Conference facility trip estimates assume a morning event with 50% of attendees arriving during the AM peak hour, an afternoon event with 75% of attendees departing during the PM peak hour, an evening event with 10% of attendees arriving during the PM peak hour, and an average vehicle occupancy (AVO) of 2.0 attendees per vehicle. Events generating trips during the weekday AM peak hour will be limited to 261 attendees and events generating trips during the weekday PM peak hour will be limited to 430 attendees.
c. Internal capture represents the percentage of trips between land uses that occur within the site. Estimated using internal capture rates from ITE *Trip Generation Handbook, 3rd Edition* , 2014, Tables 6.1 and 6.2, balanced to the constrained end of the internal trip. Considers internalization between the various Project uses as well as between the Project and the California Science Center.
d. LADOT's *Traffic Study Policies and Procedures* , August 2014, state that a 15% transit credit may be taken for projects within 1/4 mile of a transit station or rapid bus stop. The Expo Park/USC LRT station, the Harbor Transitway 37th St/USC station, and Metro Rapid 754 on Vermont individually are each beyond 1/4 mile but are each within 0.30 to 0.37 miles. Given the proximity of all three services, however, the combined effect of the three is considered to be 15%.
e. Source for pass-by credits: Attachment I of LADOT's *Traffic Study Policies and Procedures* , August 2014.
f. Specialty retail (ITE code 826) used for team store and other retail (used AM rate from code 820 since no AM rate is available for code 826).
g. The team store will not open for business until mid- to late-morning and thus will generate negligible trips during the AM peak hour.
h. Trip generation rates for the marketplace element developed by blending the ITE rates for quality restaurant, high-turnover restaurant, drinking place, and specialty retail. See text.

TABLE 3
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS
LAFC PROGRAM ON A NON-EVENT WEEKDAY WITH RECONFIGURED PROJECT

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Existing		Existing Plus Project		Project Increase In V/C	Significant Impact
				V/C	LOS	V/C	LOS		
1	Vermont Ave	Exposition Blvd	Weekday AM	0.849	D	0.851	D	0.002	NO
			Weekday PM	0.728	C	0.733	C	0.005	NO
2	Vermont Ave	Martin Luther King Jr Blvd	Weekday AM	0.814	D	0.824	D	0.010	NO
			Weekday PM	0.766	C	0.773	C	0.007	NO
3	Hoover St	Martin Luther King Jr Blvd	Weekday AM	0.713	C	0.714	C	0.001	NO
			Weekday PM	0.529	A	0.539	A	0.010	NO
4	Figueroa St	Exposition Blvd	Weekday AM	0.644	B	0.645	B	0.001	NO
			Weekday PM	0.731	C	0.735	C	0.004	NO
5	Figueroa St	Flower St	Weekday AM	0.513	A	0.517	A	0.004	NO
			Weekday PM	0.445	A	0.453	A	0.008	NO
6	Figueroa St	Exposition Park Dr/39th St	Weekday AM	0.615	B	0.620	B	0.005	NO
			Weekday PM	0.503	A	0.517	A	0.014	NO
7	Figueroa St	Martin Luther King Jr Blvd	Weekday AM	0.906	E	0.915	E	0.009	NO
			Weekday PM	0.860	D	0.869	D	0.009	NO
8	Flower St/I-110 Off-Ramp	Exposition Blvd	Weekday AM	0.341	A	0.344	A	0.003	NO
			Weekday PM	0.581	A	0.591	A	0.010	NO
9	Flower St	37th St	Weekday AM	0.306	A	0.306	A	0.000	NO
			Weekday PM	0.352	A	0.352	A	0.000	NO
10	Hope St	37th St	Weekday AM	0.483	A	0.483	A	0.000	NO
			Weekday PM	0.461	A	0.461	A	0.000	NO
11	I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.677	B	0.682	B	0.005	NO
			Weekday PM	0.553	A	0.573	A	0.020	NO
12	Hill St/I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.765	C	0.767	C	0.002	NO
			Weekday PM	0.836	D	0.837	D	0.001	NO
13	Hoover St	Vernon St	Weekday AM	0.710	C	0.711	C	0.001	NO
			Weekday PM	0.517	A	0.519	A	0.002	NO
14	Figueroa St	Vernon St	Weekday AM	0.755	C	0.757	C	0.002	NO
			Weekday PM	0.652	B	0.655	B	0.003	NO

TABLE 4
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS
LAFC PROGRAM ON A NON-EVENT WEEKDAY WITH RECONFIGURED PROJECT

ID	N/S Street Name	E/W Street Name	Analyzed Periods	Future Without Project		Future Plus Project		Project Increase In V/C	Significant Impact
				V/C	LOS	V/C	LOS		
1	Vermont Ave	Exposition Blvd	Weekday AM	0.914	E	0.915	E	0.001	NO
			Weekday PM	0.775	C	0.781	C	0.006	NO
2	Vermont Ave	Martin Luther King Jr Blvd	Weekday AM	0.844	D	0.854	D	0.010	NO
			Weekday PM	0.808	D	0.815	D	0.007	NO
3	Hoover St	Martin Luther King Jr Blvd	Weekday AM	0.738	C	0.739	C	0.001	NO
			Weekday PM	0.550	A	0.560	A	0.010	NO
4	Figueroa St	Exposition Blvd	Weekday AM	1.072	F	1.072	F	0.000	NO
			Weekday PM	0.948	E	0.955	E	0.007	NO
5	Figueroa St	Flower St	Weekday AM	0.599	A	0.604	B	0.005	NO
			Weekday PM	0.521	A	0.538	A	0.017	NO
6	Figueroa St	Exposition Park Dr/39th St	Weekday AM	0.891	D	0.896	D	0.005	NO
			Weekday PM	0.744	C	0.757	C	0.013	NO
7	Figueroa St	Martin Luther King Jr Blvd	Weekday AM	1.136	F	1.145	F	0.009	NO
			Weekday PM	1.091	F	1.100	F	0.009	NO
8	Flower St/I-110 Off-Ramp	Exposition Blvd	Weekday AM	0.412	A	0.414	A	0.002	NO
			Weekday PM	0.724	C	0.733	C	0.009	NO
9	Flower St	37th St	Weekday AM	0.348	A	0.348	A	0.000	NO
			Weekday PM	0.429	A	0.429	A	0.000	NO
10	Hope St	37th St	Weekday AM	0.567	A	0.567	A	0.000	NO
			Weekday PM	0.595	A	0.595	A	0.000	NO
11	I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.701	C	0.707	C	0.006	NO
			Weekday PM	0.586	A	0.606	B	0.020	NO
12	Hill St/I-110 Ramps	Martin Luther King Jr Blvd	Weekday AM	0.791	C	0.792	C	0.001	NO
			Weekday PM	0.864	D	0.865	D	0.001	NO
13	Hoover St	Vernon St	Weekday AM	0.735	C	0.736	C	0.001	NO
			Weekday PM	0.535	A	0.537	A	0.002	NO
14	Figueroa St	Vernon St	Weekday AM	0.779	C	0.781	C	0.002	NO
			Weekday PM	0.675	B	0.678	B	0.003	NO

TABLE 5
PARKING CODE ANALYSIS - RECONFIGURED PROJECT

	Vehicle Spaces			**Bicycle Spaces**					**Vehicle Spaces Reduced for Bicycle Spaces** [c]			
Use	Size (seats or gsf)	Code Requirement [a]	Required Vehicle Spaces	Short Term Bicycle Code Requirement [b]	Required Short-Term Spaces	Long Term Bicycle Code Requirement [b]	Required Long-Term Spaces	Total Required Bicycle Spaces	Reduction at 1 per 4 Bicycle Spaces	Maximum Reduction Potential	Capped Reduction	Reduced Vehicle Space Requirement
Stadium												
Stadium	22,000 seats	1 space per 5 fixed seats	4,400	2 spaces per 100 fixed seats [d]	440	*(no separate requirement)*		440	*(not applicable to stadium)*			
Total Stadium			**4,400**		**440**			**440**				
				Net stadium bicycle spaces after adjustment for ancillary uses [e]				**341**				
Ancillary Uses												
Conference	13,200 gsf	1 space per 35 sf	377	1 space per 350 sf	38	1 space per 700 sf	19	57	14	75	14	363
Team Store	12,140 gsf	1 space per 250 sf	49	1 space per 2,000 sf	6	1 space per 2,000 sf	6	12	3	10	3	46
Marketplace	30,000 gsf	1 space per 100 sf	300	1 space per 2,000 sf	15	1 space per 2,000 sf	15	30	8	60	8	292
Total Ancillary Uses			**726**		**59**		**40**	**99**	**25**	**145**	**25**	**701**

Notes:

a. Source: Los Angeles Municipal Code, Section 12.21A.4.
b. Source: Los Angeles Municipal Code, Section 12.21A.16.
c. City of Los Angeles bicycle ordinance allows for replacement of required vehicle parking spaces for non-residential uses at a ratio of one vehicle space for every four bicycle spaces up to 20% of required spaces.
d. Required bicycle parking for the stadium is 2% of the number of stadium seats, per the Coliseum District Specific Plan (adopted May 6, 2016).
e. Per the Coliseum District Specific Plan (adopted May 6, 2016), physical bicycle parking spaces provided for the ancillary uses count towards the stadium bicycle requirement.

TABLE 6
LAFC ANCILLARY USE EMPLOYEE PARKING NEED ON STADIUM EVENT DAY
RECONFIGURED PROJECT

	Estimated Number of Vehicle Spaces Needed for Employees of Ancillary Uses							
Land Use	Size (net sf)	Employee Factor (employees/sf) [a]	# of Employees	Transit	Rideshare	AVR	Absentee	Employee Parking Need
Conference Facilities	12,000 [b]	0.00271	33	15%	10%	1.33	5%	24
Team Store	10,175 [c]	0.00271	28	15%	10%	1.33	5%	20
Marketplace	25,500	0.00271	69	15%	10%	1.33	5%	49
Total	47,675		130					93

Notes:

a. Source: Los Angeles Unified School District, *2012 Developer Fee Justification Study* , February 2012.
b. Assumes 1/2 of the auxiliary outdoor deck space would require staffing. The conference space within the stadium would be staffed by stadium staff on event days and would not be additional.
c. Includes team store in the ancillary building only. The team store within the stadium would be staffed by stadium staff on event days and would not be additional.

TABLE 7
LAFC ANCILLARY USE EMPLOYEE PARKING NEED ON COLISEUM EVENT DAY
RECONFIGURED PROJECT

	Estimated Number of Vehicle Spaces Needed for Employees of Ancillary Uses							
Land Use	Size (net sf)	Employee Factor (employees/sf) [a]	# of Employees	Transit	Rideshare	AVR	Absentee	Employee Parking Need
Conference Facilities	23,880 [b]	0.00271	65	15%	10%	1.33	5%	46
Team Store	11,230 [c]	0.00271	30	15%	10%	1.33	5%	21
Marketplace	25,500	0.00271	69	15%	10%	1.33	5%	49
Total	60,610		164					116

Notes:

a. Source: Los Angeles Unified School District, *2012 Developer Fee Justification Study* , February 2012.
b. Includes 11,880 sf for conference facility and 12,000 sf for 1/2 of auxiliary outdoor deck space.
c. Includes team store in the ancillary building and team store within the stadium.

ATTACHMENT A:
ITE RESTAURANT DEFINITIONS

Land Use: 931
Quality Restaurant

Description

This land use consists of high quality, full-service eating establishments with typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires reservations and is generally not part of a chain. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for meals after they eat. While some of the study sites have lounge or bar facilities (serving alcoholic beverages), they are ancillary to the restaurant. High-turnover (sit-down) restaurant (Land Use 932) is a related use.

Additional Data

Truck trips accounted for approximately 1 to 4 percent of the weekday traffic. The average for the sites that were surveyed was approximately 1.6 percent.

Vehicle occupancy ranged from 1.59 to 1.98 persons per automobile on an average weekday. The average for the sites that were surveyed was approximately 1.78.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed between the 1970s and the 1990s throughout the United States.

Source Numbers

13, 73, 88, 90, 98, 100, 126, 172, 260, 291, 301, 338, 339, 368, 437, 440

Land Use: 932
High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours per day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934) and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the A.M. peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the A.M. peak hour of the adjacent street traffic were removed from the database.

Information on approximate hourly variation in high-turnover (sit-down) restaurant traffic is shown in the following table. It should be noted, however, that the information contained in this table is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the table may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Hourly Variation in High-Turnover (Sit-Down) Restaurant Traffic						
	Average Weekday[a]		Average Saturday[b]		Average Sunday[c]	
Time	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic
6 a.m.–7 a.m.	1.5	0.8	0.9	0.6	0.1	0.4
7 a.m.–8 a.m.	3.0	1.7	2.2	1.0	0.9	1.3
8 a.m.–9 a.m.	3.6	2.3	4.1	2.8	1.7	0.1
9 a.m.–10 a.m.	4.1	2.7	4.1	3.5	1.4	1.2
10 a.m.–11 a.m.	3.3	3.2	4.6	3.7	2.3	4.2
11 a.m.–12 p.m.	7.4	3.8	4.6	4.0	5.5	2.6
12 p.m.–1 p.m.	8.6	6.6	5.1	3.6	8.8	3.9
1 p.m.–2 p.m.	4.8	8.6	4.4	4.3	6.6	8.2
2 p.m.–3 p.m.	3.2	5.5	3.8	4.3	5.9	5.1
3 p.m.–4 p.m.	3.0	4.0	3.6	3.5	8.7	7.2
4 p.m.–5 p.m.	5.6	4.5	4.5	4.0	10.0	8.4
5 p.m.–6 p.m.	9.7	4.6	7.1	4.3	12.4	10.5
6 p.m.–7 p.m.	10.7	7.9	9.9	6.7	11.3	10.0
7 p.m.–8 p.m.	9.5	9.0	8.5	7.3	8.7	9.3
8 p.m.–9 p.m.	7.7	9.0	8.1	8.5	5.9	8.0
9 p.m.–10 p.m.	4.9	8.6	6.5	7.3	4.2	7.5
10 p.m.–6 a.m.	9.4	17.2	18.0	30.6	5.6	12.1

Sites ranged in size from 4,500 to 21,000 square feet gross floor area
[a] Source numbers – 13, 88,126, 507 and The Traffic Group, Inc.; based on seven studies
[b] Source numbers – 13, 88,126 and The Traffic Group, Inc.; based on five studies
[c] Source numbers – 13, 88 and 126; based on three studies

Vehicle occupancy ranged from 1.39 to 1.69 persons per automobile on an average weekday. The average for the sites surveyed was approximately 1.52.

Five sites submitted for inclusion in this land use indicated the presence of an on-site pick-up window. From the limited data sample, it does not appear that the presence of a pick-up window had a significant impact on trip generation.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed between the 1960s and the 2000s throughout the United States.

Source Numbers

2, 4, 5, 72, 90, 100, 126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728

Land Use: 933
Fast-Food Restaurant without Drive-Through Window

Description

This land use includes fast-food restaurants without drive-through windows. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat. High-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant with drive-through window (Land Use 934) and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Although the facilities in this land use may or may not be open for breakfast, it was confirmed that the data provided during the A.M. peak periods were strictly for facilities that were open during this time frame.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed between the 1980s and the 2000s throughout the United States.

It has been speculated that hamburger restaurants may generate trips at a higher rate than other types of fast-food restaurants. The database was tested in an attempt to verify this assumption; the data neither verified nor disproved it. Future research is needed in this area.

Specialized Land Use Data

Current industry trends have resulted in the emergence of several new fast-food restaurants without drive-through windows that specialize in the sale of very specific food items. The trip generation characteristics of these facilities differ from the facilities typically contained in this land use; their sizes, trip generation rates and peak hour of service vary considerably. Another notable difference in these land uses is that they are typically not stand-alone facilities; these restaurants are generally located in small shopping centers. Therefore, the information collected for these facilities is presented in the following table and was excluded from the data plots.

Table: Yogurt Shop

Independent Variable	Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
1,000 Square Feet Gross Floor Area				
Weekday P.M. Peak Hour of Street Adjacent Traffic	15.12	0.86	1	38% entering, 62% exiting
Weekday P.M. Peak Hour of Generator	18.60	0.86	1	50% entering, 50% exiting

Source: 414

Source Numbers

163, 247, 278, 319, 342, 414

Land Use: 925
Drinking Place

Description

A drinking place contains a bar, where alcoholic beverages and food are sold, and possibly some type of entertainment, such as music, television screens, video games, or pool tables. Establishments that specialize in serving food but also have bars are not included in this land use.

Additional Data

The sites were surveyed in 1987, 1995 and 1997 in Colorado, Oregon and South Dakota.

Source Numbers

291, 358, 583

ATTACHMENT B:
INTERNALIZATION CALCULATION - RECONFIGURED PROJECT

INTERNALIZATION - LAFC LASA PROGRAM ON A NON-GAME WEEKDAY (RECONFIGURED PROJECT)
AM PEAK HOUR

Gross Trip Generation Before Discounts

	From (Out)	To (In)	Total	
Office	0	0	0	
Retail	0	0	0	Team store & other retail
Restaurant	39	47	86	
Entertainment	0	0	0	Museum
Conference	0	66	66	
Science Center	0	0	0	
Total	39	113	152	

Unconstrained Internal Trip Capture Rates for Trip Origins - From (Out) [a]

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		28%	63%	0%	0%	0%	91%
Retail	29%		13%	0%	15%	10%	67%
Restaurant	31%	14%		0%	15%	10%	70%
Entertainment	0%	0%	0%		15%	10%	25%
Conference	0%	15%	15%	15%		10%	55%
Science Center	0%	10%	10%	10%	10%		40%
Total	60%	67%	101%	25%	55%	40%	

Unconstrained Internal Trip Capture Rates for Trip Destinations - To (In) [a]

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		32%	23%	0%	0%	0%	55%
Retail	4%		50%	0%	15%	10%	79%
Restaurant	14%	8%		0%	15%	10%	47%
Entertainment	0%	0%	0%		15%	10%	25%
Conference	0%	15%	15%	15%		10%	55%
Science Center	0%	10%	10%	10%	10%		40%
Total	18%	65%	98%	25%	55%	40%	

Unconstrained Internal Origin Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0	0	0	0	0	0
Retail	0		0	0	0	0	0
Restaurant	12	5		0	6	4	27
Entertainment	0	0	0		0	0	0
Conference	0	0	0	0		0	0
Science Center	0	0	0	0	0		0
Total	12	5	0	0	6	4	27

Unconstrained Internal Destination Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0	11	0	0	0	11
Retail	0		24	0	10	0	33
Restaurant	0	0		0	10	0	10
Entertainment	0	0	0		10	0	10
Conference	0	0	7	0		0	7
Science Center	0	0	5	0	7		11
Total	0	0	46	0	36	0	82

Constrained Internal Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0	0	0	0	0	0
Retail	0		0	0	0	0	0
Restaurant	0	0		0	6	0	6
Entertainment	0	0	0		0	0	0
Conference	0	0	0	0		0	0
Science Center	0	0	0	0	0		0
Total	0	0	0	0	6	0	6

Constrained Internal Trip Capture Rates for Trip Origins - From (Out)

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		n/a	n/a	n/a	n/a	n/a	0%
Retail	n/a		n/a	n/a	n/a	n/a	0%
Restaurant	0%	0%		0%	15%	0%	15%
Entertainment	n/a	n/a	n/a		n/a	n/a	0%
Conference	n/a	n/a	n/a	n/a		n/a	0%
Science Center	n/a	n/a	n/a	n/a	n/a		0%
Total	0%	0%	0%	0%	15%	0%	

Constrained Internal Trip Capture Rates for Trip Destinations - To (In)

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		n/a	0%	n/a	0%	n/a	0%
Retail	n/a		0%	n/a	0%	n/a	0%
Restaurant	n/a	n/a		n/a	9%	n/a	9%
Entertainment	n/a	n/a	0%		0%	n/a	0%
Conference	n/a	n/a	0%	n/a		n/a	0%
Science Center	n/a	n/a	0%	n/a	0%		0%
Total	0%	0%	0%	0%	9%	0%	

Notes:

a. Internal capture rates from ITE *Trip Generation Handbook, 3rd Edition* , 2014, Tables 6.1 and 6.2, except conference and Science Center assumed.

INTERNALIZATION - LAFC LASA PROGRAM ON A NON-GAME WEEKDAY (RECONFIGURED PROJECT)
PM PEAK HOUR

Gross Trip Generation Before Discounts

	From (Out)	To (In)	Total	
Office	0	0	0	
Retail	18	15	33	Team store & other retail
Restaurant	97	139	236	
Entertainment	0	0	0	Museum
Conference	162	22	184	
Science Center	847	111	958	
Total	1,124	287	1,411	

Unconstrained Internal Trip Capture Rates for Trip Origins - From (Out) [a]

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		20%	4%	0%	0%	0%	24%
Retail	2%		29%	4%	15%	10%	60%
Restaurant	3%	41%		8%	15%	10%	77%
Entertainment	2%	21%	31%		15%	10%	79%
Conference	0%	15%	15%	15%		10%	55%
Science Center	0%	10%	10%	10%	10%		40%
Total	7%	107%	89%	37%	55%	40%	

Unconstrained Internal Trip Capture Rates for Trip Destinations - To (In) [a]

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		8%	2%	1%	0%	0%	11%
Retail	31%		29%	26%	15%	10%	111%
Restaurant	30%	50%		32%	15%	10%	137%
Entertainment	6%	4%	3%		15%	10%	38%
Conference	0%	15%	15%	15%		10%	55%
Science Center	0%	10%	10%	10%	10%		40%
Total	67%	87%	59%	84%	55%	40%	

Unconstrained Internal Origin Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0	0	0	0	0	0
Retail	0		5	1	3	2	11
Restaurant	3	40		8	15	10	75
Entertainment	0	0	0		0	0	0
Conference	0	24	24	24		16	89
Science Center	0	85	85	85	85		339
Total	3	149	114	117	102	28	513

Unconstrained Internal Destination Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		1	3	0	0	0	4
Retail	0		40	0	3	11	55
Restaurant	0	8		0	3	11	22
Entertainment	0	1	4		3	11	19
Conference	0	2	21	0		11	34
Science Center	0	2	14	0	2		18
Total	0	13	82	0	12	44	152

Constrained Internal Trips

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0	0	0	0	0	0
Retail	0		5	0	3	2	10
Restaurant	0	8		0	3	10	21
Entertainment	0	0	0		0	0	0
Conference	0	2	21	0		11	34
Science Center	0	2	14	0	2		18
Total	0	11	40	0	8	23	82

Constrained Internal Trip Capture Rates for Trip Origins - From (Out)

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		n/a	n/a	n/a	n/a	n/a	0%
Retail	0%		29%	0%	15%	10%	54%
Restaurant	0%	8%		0%	3%	10%	21%
Entertainment	n/a	n/a	n/a		n/a	n/a	0%
Conference	0%	1%	13%	0%		7%	21%
Science Center	0%	0%	2%	0%	0%		2%
Total	0%	9%	44%	0%	19%	27%	

Constrained Internal Trip Capture Rates for Trip Destinations - To (In)

From: To:	Office	Retail	Restaurant	Entertainment	Conference	Science Ctr	Total
Office		0%	0%	n/a	0%	0%	0%
Retail	n/a		4%	n/a	12%	2%	18%
Restaurant	n/a	50%		n/a	15%	9%	74%
Entertainment	n/a	0%	0%		0%	0%	0%
Conference	n/a	15%	15%	n/a		10%	40%
Science Center	n/a	10%	10%	n/a	10%		30%
Total	0%	75%	29%	0%	37%	20%	

Notes:

a. Internal capture rates from ITE *Trip Generation Handbook, 3rd Edition* , 2014, Tables 6.1 and 6.2, except conference and Science Center assumed.

ATTACHMENT C:
AM AND PM PEAK HOUR TURNING MOVEMENT TRAFFIC VOLUMES – RECONFIGURED PROJECT

TABLE C-1 (REVISED)
PROJECT ONLY
INTERSECTION TURNING MOVEMENT VOLUMES

Int #	N/S Street	E/W Street	AM PEAK HOUR												PM PEAK HOUR											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Vermont Ave	Exposition Blvd	0	9	0	0	0	0	0	3	0	1	0	0	0	11	0	0	0	0	0	17	2	2	0	0
2	Vermont Ave	Martin Luther King Jr Blvd	0	0	10	4	2	1	3	0	0	0	6	0	0	0	12	19	11	5	4	0	0	0	7	0
3	Hoover St	Martin Luther King Jr Blvd	7	1	7	36	0	0	0	3	0	0	0	18	36	6	73	28	0	0	0	4	0	0	0	23
4	Figueroa St	Exposition Blvd	0	9	0	0	0	0	0	3	0	0	0	0	0	10	0	0	0	0	0	18	0	0	0	0
5	Figueroa St	Flower St	0	9	0	0	0	11	2	3	0	0	0	0	0	10	0	0	0	9	22	18	0	0	0	0
6	Figueroa St	39th St	0	0	0	0	4	0	0	0	0	2	1	5	0	0	0	0	4	0	0	0	0	6	9	41
7	Figueroa St	Martin Luther King Jr Blvd	0	2	0	0	33	0	0	3	3	0	7	0	0	6	0	0	27	0	0	7	1	7	66	0
8	Flower St	Exposition Blvd	0	11	0	0	0	0	0	2	0	0	0	0	0	9	0	0	0	0	0	22	0	0	0	0
9	Flower St	37th St	0	11	0	0	0	0	0	2	0	0	0	0	0	9	0	0	0	0	0	22	0	0	0	0
10	Hope St	37th St	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	I-110 SB Ramps	Martin Luther King Jr Blvd	15	0	0	0	17	0	0	0	0	2	5	0	14	0	0	0	14	0	0	0	0	27	39	0
12	I-110 NB Ramps	Martin Luther King Jr Blvd	0	0	0	0	4	0	0	0	13	4	1	0	0	0	0	0	4	0	0	0	10	31	9	0
13	Hoover St	Vernon Ave	0	1	0	0	0	0	0	3	0	0	0	0	0	6	0	0	0	0	0	4	0	0	0	0
14	Figueroa St	Vernon Ave	0	2	0	0	0	0	0	6	0	0	0	0	0	13	0	0	0	0	0	8	0	0	0	0

TABLE C-2 (REVISED)
EXISTING PLUS PROJECT
INTERSECTION TURNING MOVEMENT VOLUMES

Int #	N/S Street	E/W Street	AM PEAK HOUR												PM PEAK HOUR											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Vermont Ave	Exposition Blvd	64	743	154	301	507	138	47	935	55	41	1006	209	53	1084	150	275	794	78	43	744	77	67	710	129
2	Vermont Ave	Martin Luther King Jr Blvd	79	547	156	203	1157	73	136	814	161	81	1619	116	71	839	215	174	1418	110	71	547	123	126	1077	92
3	Hoover St	Martin Luther King Jr Blvd	20	14	12	71	1073	92	458	20	506	157	1671	29	57	46	99	74	1636	184	151	17	256	320	1100	33
4	Figueroa St	Exposition Blvd	160	453	116	183	522	77	38	1564	239	319	871	447	234	782	158	280	739	50	31	908	195	250	533	349
5	Figueroa St	Flower St	0	752	7	17	0	142	202	1678	0	0	0	0	0	1114	14	45	0	617	100	969	0	0	0	0
6	Figueroa St	39th St	1	609	97	209	33	94	334	1709	51	7	7	12	1	1383	220	291	30	339	118	724	16	15	42	82
7	Figueroa St	Martin Luther King Jr Blvd	205	443	85	77	941	194	285	1587	93	50	1654	442	372	1188	211	103	1417	274	107	537	99	138	1015	206
8	Flower St	Exposition Blvd	106	520	0	0	552	357	0	288	28	0	0	0	223	1398	0	0	215	103	0	692	60	0	0	0
9	Flower St	37th St	0	333	603	0	0	0	185	2	0	81	645	0	0	775	784	0	0	0	123	22	0	81	645	0
10	Hope St	37th St	0	0	0	240	0	0	57	413	0	0	356	789	0	0	0	211	0	0	239	965	0	0	301	340
11	I-110 SB Ramps	Martin Luther King Jr Blvd	576	0	289	0	689	173	0	0	0	308	1828	0	467	0	216	0	1370	297	0	0	0	395	972	0
12	I-110 NB Ramps	Martin Luther King Jr Blvd	102	4	28	209	663	94	73	244	96	595	1123	411	377	5	113	79	924	52	244	277	371	142	938	111
13	Hoover St	Vernon Ave	44	287	55	55	603	51	133	1113	6	72	890	64	42	610	15	93	824	94	75	359	62	68	793	44
14	Figueroa St	Vernon Ave	43	564	82	127	606	81	180	1739	84	38	925	109	83	1460	141	116	850	132	103	572	66	65	728	69

TABLE C-3 (REVISED)
FUTURE PLUS PROJECT
INTERSECTION TURNING MOVEMENT VOLUMES

Int #	N/S Street	E/W Street	AM PEAK HOUR												PM PEAK HOUR											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Vermont Ave	Exposition Blvd	67	776	186	325	527	142	48	975	58	45	1067	215	56	1131	201	350	855	80	44	786	82	71	749	135
2	Vermont Ave	Martin Luther King Jr Blvd	87	569	162	210	1194	75	140	844	166	83	1666	125	80	871	223	182	1468	113	73	573	127	130	1112	105
3	Hoover St	Martin Luther King Jr Blvd	20	14	12	72	1108	95	472	21	521	162	1722	29	58	47	100	75	1696	190	156	17	264	330	1138	33
4	Figueroa St	Exposition Blvd	165	474	276	377	558	85	39	1608	246	331	953	460	241	806	360	550	841	60	32	943	225	261	610	359
5	Figueroa St	Flower St	0	790	7	18	0	146	208	1725	0	0	0	0	0	1158	14	46	0	635	174	1030	0	0	0	0
6	Figueroa St	39th St	1	635	100	215	34	97	344	1757	59	7	7	13	1	1425	227	300	31	349	122	754	23	79	43	178
7	Figueroa St	Martin Luther King Jr Blvd	213	459	91	82	969	200	294	1634	96	52	1705	454	391	1224	273	114	1462	282	110	556	102	142	1045	215
8	Flower St	Exposition Blvd	109	535	0	0	784	368	0	297	29	0	0	0	230	1440	0	0	570	106	0	712	62	0	0	0
9	Flower St	37th St	0	343	621	0	0	0	191	2	0	83	877	0	0	798	808	0	0	0	199	22	0	83	922	0
10	Hope St	37th St	0	0	0	247	0	0	59	517	0	0	367	930	0	0	0	217	0	0	246	1147	0	0	310	564
11	I-110 SB Ramps	Martin Luther King Jr Blvd	593	0	298	0	713	178	0	0	0	317	1887	0	481	0	222	0	1422	306	0	0	0	462	1002	0
12	I-110 NB Ramps	Martin Luther King Jr Blvd	105	4	29	215	682	97	75	251	103	613	1161	423	388	5	116	81	957	54	251	285	388	145	968	114
13	Hoover St	Vernon Ave	45	296	57	57	621	53	137	1146	6	74	917	66	43	628	15	96	849	97	77	370	64	70	817	45
14	Figueroa St	Vernon Ave	44	584	84	131	624	83	185	1790	87	39	953	112	85	1504	145	119	876	136	106	592	68	67	750	71

ATTACHMENT D:
LOS WORKSHEETS – RECONFIGURED PROJECT

EXISTING PLUS PROJECT

Level of Service Workheet
(Circular 212 Method)

I/S #:
1

PROJECT TITLE: LAFC
North-South Street: Vermont Ave **East-West Street:** Exposition Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	55	1	55	77	1	**77**
	Left-Through		0			0	
	Through	935	1	**491**	744	1	394
	Through-Right		1			1	
	Right	47	0	47	43	0	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	154	1	**154**	150	1	150
	Left-Through		0			0	
	Through	743	2	372	1084	2	**542**
	Through-Right		0			0	
	Right	64	1	0	53	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	1	209	129	1	**129**
	Left-Through		0			0	
	Through	1006	1	**524**	710	1	389
	Through-Right		1			1	
	Right	41	0	41	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	138	1	**138**	78	1	78
	Left-Through		0			0	
	Through	507	2	254	794	2	**397**
	Through-Right		0			0	
	Right	301	1	147	275	1	125
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	645		*North-South:*	619
			East-West:	662		*East-West:*	526
			SUM:	1307		*SUM:*	1145
VOLUME/CAPACITY *(V/C)* RATIO:				0.951			0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.851**			**0.733**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LAFC
North-South Street: Vermont Ave **East-West Street:** Martin Luther King Jr Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	161	1	161	123	1	**123**
	Left-Through		0			0	
	Through	814	1	**475**	547	1	309
	Through-Right		1			1	
	Right	136	0	136	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	156	1	**156**	215	1	215
	Left-Through		0			0	
	Through	547	1	313	839	1	**455**
	Through-Right		1			1	
	Right	79	0	79	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	116	92	1	**92**
	Left-Through		0			0	
	Through	1619	2	**567**	1077	2	401
	Through-Right		1			1	
	Right	81	0	81	126	0	126
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	**73**	110	1	110
	Left-Through		0			0	
	Through	1157	2	453	1418	2	**531**
	Through-Right		1			1	
	Right	203	0	203	174	0	174
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	631		*North-South:*	578
			East-West:	640		*East-West:*	623
			SUM:	1271		*SUM:*	1201
VOLUME/CAPACITY *(V/C)* RATIO:				0.924			0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.824**			**0.773**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LAFC
North-South Street: Hoover St **East-West Street:** Martin Luther King Jr Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	506	1	**506**	256	1	**256**
	Left-Through		0			0	
	Through	20	1	20	17	1	17
	Through-Right		1			1	
	Right	458	0	412	151	0	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	12	99	1	99
	Left-Through		0			0	
	Through	14	1	**14**	46	1	**46**
	Through-Right		1			1	
	Right	20	0	6	57	0	41
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	29	33	1	33
	Left-Through		0			0	
	Through	1671	2	**609**	1100	2	**473**
	Through-Right		1			1	
	Right	157	0	157	320	0	320
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	92	1	**92**	184	1	**184**
	Left-Through		0			0	
	Through	1073	2	381	1636	2	570
	Through-Right		1			1	
	Right	71	0	71	74	0	74
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	520		*North-South:*	302
			East-West:	701		*East-West:*	657
			SUM:	1221		*SUM:*	959
VOLUME/CAPACITY *(V/C)* RATIO:				0.814			0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.714**			**0.539**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Exposition Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	239	1	239	195	1	**195**
	Left-Through		0			0	
	Through	1564	3	**401**	908	3	235
	Through-Right		1			1	
	Right	38	0	38	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	116	1	**116**	158	1	158
	Left-Through		0			0	
	Through	453	2	227	782	2	**391**
	Through-Right		0			0	
	Right	160	1	0	234	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	447	2	**246**	349	2	**192**
	Left-Through		0			0	
	Through	871	2	397	533	2	261
	Through-Right		1			1	
	Right	319	0	319	250	0	250
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	50	1	50
	Left-Through		0			0	
	Through	522	2	**261**	739	2	**370**
	Through-Right		0			0	
	Right	183	1	67	280	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	517		*North-South:*	586
			East-West:	507		*East-West:*	562
			SUM:	1024		*SUM:*	1148
VOLUME/CAPACITY *(V/C)* RATIO:				0.745			0.835
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.645**			**0.735**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Flower St
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1678	2		**839**	969	2		**485**
	Through-Right		0				0		
	Right	202	1		122	100	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	7	1		**7**	14	1		**14**
	Left-Through		0				0		
	Through	752	3		251	1114	3		371
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	142	1		**80**	617	1		**331**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	17	0		80	45	0		331
	Left-Through-Right		0				0		
	Left-Right		1				1		
CRITICAL VOLUMES				*North-South:*	846			*North-South:*	499
				East-West:	80			*East-West:*	331
				SUM:	926			*SUM:*	830
VOLUME/CAPACITY *(V/C)* RATIO:					0.617				0.553
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.517**				**0.453**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Exposition Park Dr/39th St
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	3	EB-- 0		WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	51	2	28	16	2	**9**
	Left-Through		0			0	
	Through	1709	2	**681**	724	2	281
	Through-Right		1			1	
	Right	334	0	334	118	0	118
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	97	2	**53**	220	2	121
	Left-Through		0			0	
	Through	609	2	203	1383	2	**461**
	Through-Right		1			1	
	Right	1	0	1	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	1	7	82	1	45
	Left-Through		1			1	
	Through	7	0	**14**	42	0	**57**
	Through-Right		1			1	
	Right	7	0	7	15	0	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	52	339	1	186
	Left-Through		1			1	
	Through	33	0	**242**	30	0	**321**
	Through-Right		1			1	
	Right	209	0	209	291	0	291
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	734		*North-South:*	470
			East-West:	256		*East-West:*	378
			SUM:	990		*SUM:*	848
VOLUME/CAPACITY *(V/C)* RATIO:				0.720			0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.620**			**0.517**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Martin Luther King Jr Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	93	1	93	99	1	**99**
	Left-Through		0			0	
	Through	1587	3	**529**	537	3	179
	Through-Right		0			0	
	Right	285	1	91	107	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	85	1	**85**	211	1	211
	Left-Through		0			0	
	Through	443	2	216	1188	2	**520**
	Through-Right		1			1	
	Right	205	0	205	372	0	372
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	442	1	**442**	206	1	**206**
	Left-Through		0			0	
	Through	1654	2	568	1015	2	384
	Through-Right		1			1	
	Right	50	0	50	138	0	138
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	194	1	194	274	1	274
	Left-Through		0			0	
	Through	941	2	**339**	1417	2	**507**
	Through-Right		1			1	
	Right	77	0	77	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	614		*North-South:*	619
			East-West:	781		*East-West:*	713
			SUM:	1395		*SUM:*	1332
VOLUME/CAPACITY *(V/C)* RATIO:				1.015			0.969
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.915**			**0.869**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: LAFC
North-South Street: Flower St/I-110 Off-Ramp **East-West Street:** Exposition Blvd
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	28	0	28	60	0	60
	Left-Through		1			1	
	Through	288	1	**200**	692	1	**526**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	520	4	**130**	1398	4	**350**
	Through-Right		0			0	
	Right	106	1	106	223	1	223
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	0	0	**0**	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	357	1	**303**	103	1	103
	Left-Through		1			1	
	Through	552	1	303	215	1	**108**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	330		*North-South:*	876
			East-West:	303		*East-West:*	108
			SUM:	633		*SUM:*	984
VOLUME/CAPACITY *(V/C)* RATIO:				0.444			0.691
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.344**			**0.591**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: LAFC
North-South Street: Flower St **East-West Street:** 37th St
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2	0	0	22	0	0
	Through-Right		0			0	
	Right	185	2	**102**	123	2	**68**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	603	2	**332**	784	2	**431**
	Left-Through		0			0	
	Through	333	2	167	775	2	388
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	645	4	**145**	645	4	**145**
	Through-Right		1			1	
	Right	81	0	81	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	434		*North-South:*	499
			East-West:	145		*East-West:*	145
			SUM:	579		*SUM:*	644
VOLUME/CAPACITY *(V/C)* RATIO:				0.406			0.452
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.306**			**0.352**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: LAFC
North-South Street: Hope St **East-West Street:** 37th St
Scenario: Existing plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM				PM			
No. of Phases					3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		Volume		No. of Lanes	Lane Volume	Volume		No. of Lanes	Lane Volume
NORTHBOUND	Left	0		0	0	0		0	0
	Left-Through			0				0	
	Through	413		2	**157**	965		2	**401**
	Through-Right			1				1	
	Right	57		0	57	239		0	239
	Left-Through-Right			0				0	
	Left-Right			0				0	
SOUTHBOUND	Left	0		0	**0**	0		0	**0**
	Left-Through			0				0	
	Through	0		0	0	0		0	0
	Through-Right			0				0	
	Right	0		0	0	0		0	0
	Left-Through-Right			0				0	
	Left-Right			0				0	
EASTBOUND	Left	789		2	**434**	340		2	**187**
	Left-Through			0				0	
	Through	356		2	178	301		2	151
	Through-Right			0				0	
	Right	0		0	0	0		0	0
	Left-Through-Right			0				0	
	Left-Right			0				0	
WESTBOUND	Left	0		0	0	0		0	0
	Left-Through			0				0	
	Through	0		0	0	0		0	0
	Through-Right			0				0	
	Right	240		1	**240**	211		1	**211**
	Left-Through-Right			0				0	
	Left-Right			0				0	
CRITICAL VOLUMES				*North-South:*	157			*North-South:*	401
				East-West:	674			*East-West:*	398
				SUM:	831			*SUM:*	799
VOLUME/CAPACITY *(V/C)* RATIO:					0.583				0.561
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.483**				**0.461**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 11				
PROJECT TITLE:	LAFC			
North-South Street:	I-110 Ramps	**East-West Street:**	Martin Luther King Jr Blvd	
Scenario:	Existing plus Project (Revised)			
Count Date:	**1/14/2015**	**Analyst:**	**Fehr & Peers**	**Date:** **6/17/2013**

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	289	1	288	216	1	216
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	576	1	**288**	467	1	**257**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1828	2	**712**	972	2	**456**
	Through-Right		1			1	
	Right	308	0	308	395	0	395
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	173	1	**173**	297	1	**297**
	Left-Through		0			0	
	Through	689	3	230	1370	3	457
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	288		*North-South:*	257
			East-West:	885		*East-West:*	753
			SUM:	1173		*SUM:*	1010
VOLUME/CAPACITY *(V/C)* RATIO:				0.782			0.673
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				**0.682**			**0.573**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:				
12	**PROJECT TITLE:**	LAFC		
	North-South Street:	Hill St/I-110 Ramps	**East-West Street:**	Martin Luther King Jr Blvd
	Scenario:	Existing plus Project (Revised)		
	Count Date:	1/14/2015	**Analyst:** Fehr & Peers	**Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	96	1	96	371	1	371
	Left-Through		0			0	
	Through	244	0	**317**	277	0	**521**
	Through-Right		0			0	
	Right	73	0	0	244	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	28	1	**28**	113	1	113
	Left-Through		0			0	
	Through	4	1	4	5	1	5
	Through-Right		0			0	
	Right	102	1	0	377	1	**322**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	411	1	**411**	111	1	**111**
	Left-Through		0			0	
	Through	1123	2	562	938	2	360
	Through-Right		1			1	
	Right	595	0	547	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	94	1	94	52	1	52
	Left-Through		0			0	
	Through	663	1	**436**	924	2	**334**
	Through-Right		1			1	
	Right	209	0	209	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	345		*North-South:*	843
			East-West:	847		*East-West:*	445
			SUM:	1192		*SUM:*	1288
VOLUME/CAPACITY *(V/C)* RATIO:				0.867			0.937
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.767**			**0.837**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 13				
PROJECT TITLE:	LAFC			
North-South Street:	Hoover St	**East-West Street:**	Vernon St	
Scenario:	Existing plus Project (Revised)			
Count Date:	3/10/2015	**Analyst:**	Fehr & Peers	**Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	6	0	6	62	0	**62**
	Left-Through		1			1	
	Through	1113	0	**629**	359	0	341
	Through-Right		1			1	
	Right	133	0	629	75	0	341
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	55	0	**55**	15	0	15
	Left-Through		1			1	
	Through	287	0	331	610	0	**341**
	Through-Right		1			1	
	Right	44	0	331	42	0	341
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	64	1	64	44	1	44
	Left-Through		0			0	
	Through	890	1	**481**	793	1	**431**
	Through-Right		1			1	
	Right	72	0	72	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	51	1	**51**	94	1	**94**
	Left-Through		0			0	
	Through	603	1	329	824	1	459
	Through-Right		1			1	
	Right	55	0	55	93	0	93
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	684		*North-South:*	403
			East-West:	532		*East-West:*	525
			SUM:	1216		*SUM:*	928
VOLUME/CAPACITY *(V/C)* RATIO:				0.811			0.619
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.711**			**0.519**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 14				
PROJECT TITLE:	LAFC			
North-South Street:	Figueroa St	**East-West Street:**	Vernon St	
Scenario:	Existing plus Project (Revised)			
Count Date:	3/10/2015	**Analyst:**	Fehr & Peers	**Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	84	1	84	66	1	**66**
	Left-Through		0			0	
	Through	1739	2	**640**	572	2	225
	Through-Right		1			1	
	Right	180	0	180	103	0	103
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	82	1	**82**	141	1	141
	Left-Through		0			0	
	Through	564	2	202	1460	2	**514**
	Through-Right		1			1	
	Right	43	0	43	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	1	109	69	1	**69**
	Left-Through		0			0	
	Through	925	1	**482**	728	1	397
	Through-Right		1			1	
	Right	38	0	38	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	**81**	132	1	132
	Left-Through		0			0	
	Through	606	1	367	850	1	**483**
	Through-Right		1			1	
	Right	127	0	127	116	0	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	722		*North-South:*	580
			East-West:	563		*East-West:*	552
			SUM:	1285		*SUM:*	1132
VOLUME/CAPACITY *(V/C)* RATIO:				0.857			0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.757**			**0.655**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

FUTURE PLUS PROJECT

Level of Service Workheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LAFC
North-South Street: Vermont Ave **East-West Street:** Exposition Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	58	1	58	82	1	**82**
	Left-Through		0			0	
	Through	975	1	**512**	786	1	415
	Through-Right		1			1	
	Right	48	0	48	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	186	1	**186**	201	1	201
	Left-Through		0			0	
	Through	776	2	388	1131	2	**566**
	Through-Right		0			0	
	Right	67	1	0	56	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	1	215	135	1	**135**
	Left-Through		0			0	
	Through	1067	1	**556**	749	1	410
	Through-Right		1			1	
	Right	45	0	45	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	142	1	**142**	80	1	80
	Left-Through		0			0	
	Through	527	2	264	855	2	**428**
	Through-Right		0			0	
	Right	325	1	139	350	1	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	698		*North-South:*	648
			East-West:	698		*East-West:*	563
			SUM:	1396		*SUM:*	1211
VOLUME/CAPACITY *(V/C)* RATIO:				1.015			0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.915**			**0.781**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
2

PROJECT TITLE: LAFC
North-South Street: Vermont Ave **East-West Street:** Martin Luther King Jr Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	166	1	166	127	1	**127**
	Left-Through		0			0	
	Through	844	1	**492**	573	1	323
	Through-Right		1			1	
	Right	140	0	140	73	0	73
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	**162**	223	1	223
	Left-Through		0			0	
	Through	569	1	328	871	1	**476**
	Through-Right		1			1	
	Right	87	0	87	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	125	105	1	**105**
	Left-Through		0			0	
	Through	1666	2	**583**	1112	2	414
	Through-Right		1			1	
	Right	83	0	83	130	0	130
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	75	1	**75**	113	1	113
	Left-Through		0			0	
	Through	1194	2	468	1468	2	**550**
	Through-Right		1			1	
	Right	210	0	210	182	0	182
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	654		*North-South:*	603
			East-West:	658		*East-West:*	655
			SUM:	1312		*SUM:*	1258
VOLUME/CAPACITY *(V/C)* RATIO:				0.954			0.915
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.854**			**0.815**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LAFC
North-South Street: Hoover St **East-West Street:** Martin Luther King Jr Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	521	1	**521**	264	1	**264**
	Left-Through		0			0	
	Through	21	1	21	17	1	17
	Through-Right		1			1	
	Right	472	0	425	156	0	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	12	1	12	100	1	100
	Left-Through		0			0	
	Through	14	1	**14**	47	1	**47**
	Through-Right		1			1	
	Right	20	0	6	58	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	29	1	29	33	1	33
	Left-Through		0			0	
	Through	1722	2	**628**	1138	2	**489**
	Through-Right		1			1	
	Right	162	0	162	330	0	330
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	95	1	**95**	190	1	**190**
	Left-Through		0			0	
	Through	1108	2	393	1696	2	590
	Through-Right		1			1	
	Right	72	0	72	75	0	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	311
			East-West:	723		*East-West:*	679
			SUM:	1258		*SUM:*	990
VOLUME/CAPACITY *(V/C)* RATIO:				0.839			0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.739**			**0.560**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
4

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Exposition Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 0	WB--	3	EB-- 0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	246	1	246	225	1	225
	Left-Through		0			0	
	Through	1608	2	**804**	943	2	**472**
	Through-Right		0			0	
	Right	39	1	0	32	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	276	1	**276**	360	1	**360**
	Left-Through		0			0	
	Through	474	2	237	806	2	403
	Through-Right		0			0	
	Right	165	1	0	241	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	460	2	**253**	359	2	**197**
	Left-Through		0			0	
	Through	953	3	318	610	3	203
	Through-Right		0			0	
	Right	331	1	208	261	1	149
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	85	1	85	60	1	60
	Left-Through		0			0	
	Through	558	2	**279**	841	2	**421**
	Through-Right		0			0	
	Right	377	1	101	550	1	190
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1080		*North-South:*	832
			East-West:	532		*East-West:*	618
			SUM:	1612		*SUM:*	1450
VOLUME/CAPACITY *(V/C)* RATIO:				1.172			1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.072**			**0.955**
LEVEL OF SERVICE (LOS):				**F**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
5

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Flower St
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	1725	1		**967**	1030	1		**602**
	Through-Right		1				1		
	Right	208	0		208	174	0		174
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	7	1		**7**	14	1		**14**
	Left-Through		0				0		
	Through	790	2		395	1158	2		579
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	146	1		**82**	635	1		**341**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	18	0		82	46	0		341
	Left-Through-Right		0				0		
	Left-Right		1				1		
CRITICAL VOLUMES				*North-South:*	974			*North-South:*	616
				East-West:	82			*East-West:*	341
				SUM:	1056			*SUM:*	957
VOLUME/CAPACITY *(V/C)* RATIO:					0.704				0.638
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.604**				**0.538**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
6

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Exposition Park Dr/39th St
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	3	EB-- 0		WB-- 3
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	59	2	32	23	2	**13**
	Left-Through		0			0	
	Through	1757	1	**1051**	754	1	438
	Through-Right		1			1	
	Right	344	0	344	122	0	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	2	**55**	227	2	125
	Left-Through		0			0	
	Through	635	2	318	1425	2	**713**
	Through-Right		0			0	
	Right	1	1	0	1	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	1	7	178	1	98
	Left-Through		1			1	
	Through	7	0	**14**	43	0	**122**
	Through-Right		1			1	
	Right	7	0	7	79	0	79
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	53	349	1	192
	Left-Through		1			1	
	Through	34	0	**249**	31	0	**331**
	Through-Right		1			1	
	Right	215	0	215	300	0	300
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1106		*North-South:*	726
			East-West:	263		*East-West:*	453
			SUM:	1369		*SUM:*	1179
VOLUME/CAPACITY *(V/C)* RATIO:				0.996			0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.896**			**0.757**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
7

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Martin Luther King Jr Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	96	1	96	102	1	**102**
	Left-Through		0			0	
	Through	1634	2	**817**	556	2	278
	Through-Right		0			0	
	Right	294	1	94	110	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	91	1	**91**	273	1	273
	Left-Through		0			0	
	Through	459	1	336	1224	1	**808**
	Through-Right		1			1	
	Right	213	0	213	391	0	391
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	454	1	**454**	215	1	**215**
	Left-Through		0			0	
	Through	1705	2	586	1045	2	396
	Through-Right		1			1	
	Right	52	0	52	142	0	142
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	200	1	200	282	1	282
	Left-Through		0			0	
	Through	969	2	**350**	1462	2	**525**
	Through-Right		1			1	
	Right	82	0	82	114	0	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	908		*North-South:*	910
			East-West:	804		*East-West:*	740
			SUM:	1712		*SUM:*	1650
VOLUME/CAPACITY *(V/C)* RATIO:				1.245			1.200
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.145**			**1.100**
LEVEL OF SERVICE (LOS):				**F**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
8

PROJECT TITLE: LAFC
North-South Street: Flower St/I-110 Off-Ramp **East-West Street:** Exposition Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0		SB--	0	NB-- 0		SB-- 0
	EB-- 0		WB--	0	EB-- 0		WB-- 0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	29	0	29	62	0	62
	Left-Through		1			1	
	Through	297	1	**207**	712	1	**542**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	535	4	**134**	1440	4	**360**
	Through-Right		0			0	
	Right	109	1	109	230	1	230
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	368	1	368	106	1	106
	Left-Through		1			1	
	Through	784	1	**392**	570	1	**285**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	341		*North-South:*	902
			East-West:	392		*East-West:*	285
			SUM:	733		*SUM:*	1187
VOLUME/CAPACITY *(V/C)* RATIO:				0.514			0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.414**			**0.733**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
9

PROJECT TITLE: LAFC
North-South Street: Flower St **East-West Street:** 37th St
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2	0	0	22	0	0
	Through-Right		0			0	
	Right	191	2	**105**	199	2	**109**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	621	2	**342**	808	2	**444**
	Left-Through		0			0	
	Through	343	2	172	798	2	399
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	877	4	**192**	922	4	**201**
	Through-Right		1			1	
	Right	83	0	83	83	0	83
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	447		*North-South:*	553
			East-West:	192		*East-West:*	201
			SUM:	639		*SUM:*	754
VOLUME/CAPACITY *(V/C)* RATIO:				0.448			0.529
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.348**			**0.429**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
10

PROJECT TITLE: LAFC
North-South Street: Hope St **East-West Street:** 37th St
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	517	2	**192**	1147	2	**464**
	Through-Right		1			1	
	Right	59	0	59	246	0	246
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	930	2	**512**	564	2	**310**
	Left-Through		0			0	
	Through	367	2	184	310	2	155
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	247	1	**247**	217	1	**217**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	192		*North-South:*	464
			East-West:	759		*East-West:*	527
			SUM:	951		*SUM:*	991
VOLUME/CAPACITY *(V/C)* RATIO:				0.667			0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.567**			**0.595**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 11				
PROJECT TITLE:	LAFC			
North-South Street:	I-110 Ramps	**East-West Street:**	Martin Luther King Jr Blvd	
Scenario:	Cumulative plus Project (Revised)			
Count Date:	**1/14/2015**	**Analyst:**	**Fehr & Peers**	**Date:** **6/17/2013**

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	298	1	297	222	1	222
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	593	1	**297**	481	1	**265**
	Left-Through-Right		0			0	
	Left-Right		1			1	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	1887	2	**735**	1002	2	**488**
	Through-Right		1			1	
	Right	317	0	317	462	0	462
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	306	1	**306**
	Left-Through		0			0	
	Through	713	3	238	1422	3	474
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	297		*North-South:*	265
			East-West:	913		*East-West:*	794
			SUM:	1210		*SUM:*	1059
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.706
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**				**0.707**			**0.606**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:
12

PROJECT TITLE: LAFC
North-South Street: Hill St/I-110 Ramps **East-West Street:** Martin Luther King Jr Blvd
Scenario: Cumulative plus Project (Revised)
Count Date: 1/14/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	103	1	103	388	1	388
	Left-Through		0			0	
	Through	251	0	**326**	285	0	**536**
	Through-Right		0			0	
	Right	75	0	0	251	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	29	1	**29**	116	1	116
	Left-Through		0			0	
	Through	4	1	4	5	1	5
	Through-Right		0			0	
	Right	105	1	0	388	1	**331**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	423	1	**423**	114	1	**114**
	Left-Through		0			0	
	Through	1161	2	581	968	2	371
	Through-Right		1			1	
	Right	613	0	562	145	0	145
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	97	1	97	54	1	54
	Left-Through		0			0	
	Through	682	1	**449**	957	2	**346**
	Through-Right		1			1	
	Right	215	0	215	81	0	81
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	355		*North-South:*	867
			East-West:	872		*East-West:*	460
			SUM:	1227		*SUM:*	1327
VOLUME/CAPACITY *(V/C)* RATIO:				0.892			0.965
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.792**			**0.865**
LEVEL OF SERVICE (LOS):				**C**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 13				
PROJECT TITLE:	LAFC			
North-South Street:	Hoover St	**East-West Street:**	Vernon St	
Scenario:	Cumulative plus Project (Revised)			
Count Date:	3/10/2015	**Analyst:**	Fehr & Peers	**Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	*NB--* 0	*SB--*	0	*NB--* 0	*SB--*	0
	EB-- 0	*WB--*	0	*EB--* 0	*WB--*	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	6	0	6	64	0	**64**
	Left-Through		1			1	
	Through	1146	0	**648**	370	0	352
	Through-Right		1			1	
	Right	137	0	648	77	0	352
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	57	0	**57**	15	0	15
	Left-Through		1			1	
	Through	296	0	341	628	0	**351**
	Through-Right		1			1	
	Right	45	0	0	43	0	351
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	1	66	45	1	45
	Left-Through		0			0	
	Through	917	1	**496**	817	1	**444**
	Through-Right		1			1	
	Right	74	0	74	70	0	70
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	1	**53**	97	1	**97**
	Left-Through		0			0	
	Through	621	1	339	849	1	473
	Through-Right		1			1	
	Right	57	0	57	96	0	96
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	705		*North-South:*	415
			East-West:	549		*East-West:*	541
			SUM:	1254		*SUM:*	956
VOLUME/CAPACITY *(V/C)* RATIO:				0.836			0.637
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.736**			**0.537**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #:	
14	

PROJECT TITLE: LAFC
North-South Street: Figueroa St **East-West Street:** Vernon St
Scenario: Cumulative plus Project (Revised)
Count Date: 3/10/2015 **Analyst:** Fehr & Peers **Date:** 6/17/2013

	AM			PM		
No. of Phases			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	AM Volume	AM No. of Lanes	AM Lane Volume	PM Volume	PM No. of Lanes	PM Lane Volume
NORTHBOUND	Left	87	1	87	68	1	**68**
	Left-Through		0			0	
	Through	1790	2	**658**	592	2	233
	Through-Right		1			1	
	Right	185	0	185	106	0	106
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	84	1	**84**	145	1	145
	Left-Through		0			0	
	Through	584	2	209	1504	2	**530**
	Through-Right		1			1	
	Right	44	0	44	85	0	85
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	112	1	112	71	1	**71**
	Left-Through		0			0	
	Through	953	1	**496**	750	1	409
	Through-Right		1			1	
	Right	39	0	39	67	0	67
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	**83**	136	1	136
	Left-Through		0			0	
	Through	624	1	378	876	1	**498**
	Through-Right		1			1	
	Right	131	0	131	119	0	119
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	742		*North-South:*	598
			East-West:	579		*East-West:*	569
			SUM:	1321		*SUM:*	1167
VOLUME/CAPACITY *(V/C)* RATIO:				0.881			0.778
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.781**			**0.678**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

SECOND ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

May 2017

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SECOND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TEMPORARY EXTENSION OF CONSTRUCTION HOURS

I. Introduction

This document is an Addendum to the previously certified Los Angeles Memorial Sports Arena Redevelopment Project (Project) Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR) and associated First Addendum, which were certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) as Lead Agency on February 2, 2011, and September 17, 2015, respectively. Those documents were prepared in accordance with the California Environmental Quality Act (CEQA), with the City of Los Angeles (City) acting as a Responsible Agency. This document is referred to herein as the Second Addendum and addresses potential physical environmental effects associated with the currently proposed temporary extension of construction hours for the Project. Specifically, and as discussed and analyzed further below, the only proposed physical change to the Project relates to the temporary extension of construction hours, and none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

The previously Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011). Additional CEQA analysis was conducted regarding modifications to the Project and was included in a First Addendum to the Certified EIR (September 2015). A summary of these documents and associated Project changes is provided below.

The Certified EIR analyzed the demolition of the Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City of Los Angeles (City) and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After certification of the Certified EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.[1] The Modified Project also included signage and lighting programs to support stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Coliseum District Specific Plan (Specific Plan), the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program (MMP), and a Statement of Overriding Considerations.

The Project Applicant, LAFC, now seeks to temporarily extend construction hours during evening/nighttime hours for a limited duration of approximately four months; no other modifications to the Project are proposed. To temporarily extend construction hours, LAFC is seeking, pursuant to Los Angeles Municipal Code (LAMC) Section 41.40, an approval from the Los Angeles Board of Police Commissioners to permit two construction shifts over a period of approximately four months: (1) a daytime shift to operate during the hours of approximately 7:00 A.M. to 5:00 P.M. (Daytime Shift); and (2) a nighttime shift to operate during the hours of approximately 7:00 P.M. to 5:00 A.M. (Nighttime Shift). No construction activities would occur on Sundays or national holidays, consistent with LAMC restrictions.[2]

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[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[2] *LAMC Section 41.40 prohibits construction noise that disturbs persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence between the hours of 9:00 P.M. and 7:00 A.M.*
(Footnote continued on next page)

In addition to seeking approval from the Los Angeles Board of Police Commissioners, LAFC is seeking a clarification to Code Required Measure CR G-2 from the adopted Mitigation Monitoring Program, which provides: "The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday."

Construction activities during the proposed Nighttime Shift would occur within two separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, however, no welding activities would be undertaken. Equipment operating in Work Area I during the Nighttime Shift would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work in this area would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift. Equipment operating in Work Area II during the Nighttime Shift would be limited to a crawler crane, forklift, and truck. During the Nighttime Shift, approximately six light fixtures would be operated on the Project Site, all of which would be electric powered. The lights would be approximately 18 to 20 feet tall; within Work Area II these fixtures would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing the Project Site before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Second Addendum is to analyze the temporary extension of construction hours to enable the Nighttime Shift and to determine whether that temporary extension of construction hours would result in any new significant environmental impacts that were not identified in the Certified EIR or First Addendum, or whether the previously identified significant impacts would be substantially more severe. This Second Addendum is intended to support the proposed clarification to Code Required Measure CR G-2 and the request to the Los Angeles Board of Police Commissioners to temporarily extend construction hours.

As demonstrated below, this Second Addendum shows that all of the potential environmental impacts associated with the temporary extension of construction hours

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Monday through Friday, before 8:00 A.M. and after 6:00 P.M. on Saturday or a national holiday, and at any time on Sunday. Construction hours may be extended with approval from the Executive Director of the Board of Police Commissioners.

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Figure 1
Proposed Nighttime Shift Work Areas

Source: Los Angeles Football Club, 2017.

would be within the envelope of impacts evaluated in the Certified EIR and First Addendum. Therefore, the temporary extension of construction hours would not result in new significant impacts or increase the severity of significant impacts that were previously evaluated and disclosed in the Certified EIR and First Addendum.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 requires the preparation of a subsequent EIR when an EIR has been certified or a negative declaration has been adopted for a project and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant

effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, construction of the Project with the temporary extension of construction hours would not result in any new significant impacts, nor would it substantially increase the severity of previously identified significant impacts. In addition, the current proposal to temporarily extend construction hours does not involve any substantial changes to the circumstances under which the Original Stadium Project analyzed in the Certified EIR or the Modified Project analyzed in the First Addendum would be undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR and First Addendum were certified. Therefore, the minor changes associated with the proposed temporary extension of construction hours do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR and First Addendum are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed temporary extension of construction hours.[3]

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[3] *See CEQA Guidelines Section 15164(a).*

III. Comparative Analysis of Temporary Extension of Construction Hours

The analyses provided below address the environmental issues evaluated in the Certified EIR and First Addendum and focus on any potential changes in environmental impacts that could result from the temporary extension of construction hours. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and First Addendum for those impact areas that could be implicated by the temporary extension of construction hours to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result from the temporary extension of construction hours or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the temporary extension of construction hours would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the First Addendum.

A. Aesthetics (Construction)

(a) Visual Character and Views

Construction-related visual character and views impacts associated with the Original Stadium Project were not assessed in detail in the Certified EIR. However, the First Addendum concluded that impacts with respect to visual character and views during construction of the Modified Project would be less than significant.

Project construction activities associated with the temporary extension of construction hours would be substantially similar to those of the Modified Project and would involve the same general footprint and areas of disturbance. The nature of construction activities would be unchanged, and additional construction equipment or construction barriers are not proposed. As such, construction of the Project with the temporary extension of construction hours would not affect the construction-phase analysis of visual character and views provided in the First Addendum. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(b) Light and Glare

The Certified EIR and First Addendum concluded that light and glare impacts associated with proposed construction under the Original Stadium Project and the Modified Project, respectively, would be less than significant with mitigation.

The First Addendum specified the Modified Project would implement Code Required Measure CR G-2 of the Certified EIR, which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. Accordingly, the First Addendum explained construction lighting would be both temporary and limited to short durations during the winter season, as construction activities typically do not require lighting during daylight hours. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. As such, the First Addendum determined uses that are not adjacent to the Project Site would not be substantially affected by construction lighting or daytime glare. Additionally, in accordance with Project Design Feature A-1, the perimeter of the Project Site would be screened, which would limit views of construction activities. Thus, through implementation of Code Required Measure CR G-2 and Project Design Feature A-1 and with adherence to existing LAMC regulations, light and glare impacts associated with proposed construction under the Modified Project would be less than significant.

The proposed extension of construction hours would temporarily extend the hours during which construction lighting may be used on-site beyond the hours provided in Code Required Measure CR G-2. Project construction lighting would continue to comply with the light intensity requirements of the LAMC, and Project Design Feature A-1, which provides for perimeter screening of the Project Site to limit views of construction activities, would be implemented. As previously described, construction lighting during the proposed Nighttime Shift would be limited to six electric-powered light fixtures of approximately 18 to 20 feet in height. Approximately three light fixtures would operate within Work Area I, and approximately three light fixtures would operate within Work Area II. Within Work Area II, all light fixtures would be located below grade. In addition, all light fixtures would be directionally angled downward and positioned on the Project Site to avoid light spill onto any properties located outside of Exposition Park. For light-sensitive uses to the south and east, the distance from the on-site nighttime construction lighting located at grade level combined with intervening development and roadways that include illuminated signage, street lights, and vehicle headlights, would limit the effects of night lighting. Furthermore, existing street trees along both sides of Martin Luther King Jr. Boulevard and existing residential landscaping would help block any potential light emissions that could affect light-sensitive uses to the immediate south. With implementation of the additional measures provided below in the proposed clarification to Code Required Measure CR G-2, which require that all lights during the Nighttime Shift be positioned to avoid light spill, and given the limited lighting proposed during the temporary extension of construction hours, light and glare impacts would remain less than significant during the temporary extension of construction hours.

(c) Aesthetics Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to aesthetics (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of the revised and clarified measure shown below. Specifically, Code Required Measure CR G-2 would be clarified as follows (new text is underlined).

Code Required Measure CR G-2: The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday <u>except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday:</u>

- <u>Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses</u>;
- <u>Utilize additional sound blankets and sound walls to reduce noise levels;</u>
- <u>Disable all equipment back up bells;</u>
- <u>Prohibit crane horns for signaling;</u>
- <u>Limit the use of radio contact on-site;</u>
- <u>Use electricity to power lighting to reduce noise levels;</u>

- Position lighting to avoid spill onto properties outside of Exposition Park;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

B. Air Quality (Construction)

(a) Construction

The Certified EIR concluded that air quality impacts associated with construction of the Original Stadium Project would be significant and unavoidable for regional emissions of nitrogen oxides (NO_X) and reactive organic compounds (ROG) and less than significant for localized emissions of all pollutants. The First Addendum determined that while regional construction emissions under the Modified Project would be less than those of the Original Stadium Project for most pollutants, peak daily emissions of NO_X and volatile organic compounds (VOC) would still exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds despite mitigation, resulting in a significant and unavoidable impact.[4] With respect to localized construction impacts, the Modified Project would generate greater localized emissions than the Original Stadium Project, but such emissions would remain below their respective SCAQMD Localized Significance Threshold (LST). Accordingly, such impacts would be less than significant.

Overall, Project construction activities would be the same as those described in the First Addendum for the Modified Project. While the proposed temporary extension of construction hours would extend the duration of construction on the Project Site on a daily basis, the intensity of construction activities at any given time of day may be reduced. Specifically, by extending the construction hours less equipment would need to operate on-site during the Daytime Shift and equipment that would otherwise have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day. As construction-related air quality impacts are based on maximum daily emissions generated by peak daily activity, and peak daily activity would not increase due to spreading construction activities over two shifts, no

[4] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

change in maximum daily emissions would occur. Therefore, the proposed temporary extension of construction hours would not result in an increase in construction emissions. Accordingly, impacts would be similar to those evaluated in the First Addendum despite the additional hours of construction. Furthermore, the Project would still implement the same project design features and mitigation measures set forth in the adopted MMP, thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) funds, complying with SCAQMD Rule 403 regarding fugitive dust control, and utilizing low-VOC paints.

As such, construction impacts associated with the temporary extension of construction hours are anticipated to be similar to those of the Modified Project. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, regional construction emissions of NO_X and VOC would continue to exceed SCAQMD's regional thresholds despite mitigation, resulting in a significant and unavoidable impact, and impacts with respect to localized air quality would be less than significant. No other feasible mitigation measures have been identified to reduce the regional construction impact to a less-than-significant level. Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant construction-related impacts with respect to air quality, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(b) Air Quality Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the proposed clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to air quality (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

C. Land Use and Planning (Construction)

(a) Land Use Compatibility

The Certified EIR for the Original Stadium Project concluded that impacts related to land use compatibility during construction would be significant and unavoidable under the Original Stadium Project. The analysis therein concluded that construction of the Original Stadium Project would cause temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion. These potential effects were discussed in their respective sections of the Certified EIR, and mitigation measures were recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period.

The First Addendum concluded construction of the Modified Project would not result in new significant construction-related impacts or increase the severity of significant construction-related impacts that were previously evaluated and disclosed in the Certified EIR. Therefore, from a land use compatibility standpoint, since construction activities under the Modified Project would be substantially similar to those under the Original Stadium Project in terms of overall scope, duration, and activities, land use compatibility impacts associated with construction of the Modified Project would be substantially the same as the Original Stadium Project. Accordingly, potential impacts would continue to be significant and unavoidable, but the changes proposed under the Modified Project would not increase the severity of those impacts analyzed in the Certified EIR.

As provided in this Second Addendum, the Project with the proposed temporary extension of construction hours is substantially similar to the Original Stadium Project and Modified Project in terms of overall construction scope, duration, and activities. By allowing construction activities during the Nighttime Shift, as previously discussed, the intensity of construction activities at any given time of day may be reduced. Specifically, less equipment would need to operate on-site during the Daytime Shift and equipment that otherwise would have been operating during the Daytime Shift would instead operate during the Nighttime Shift. As a result, construction activities would be spread out over the course of the two shifts, as opposed to being concentrated in a single shift during the day when many of the adjacent uses (such as museum uses within Exposition Park) are typically in operation. Thus, allowing some construction activities during the evening hours may serve to decrease the intensity of land use compatibility impacts with adjacent uses. Therefore, the proposed temporary extension of construction hours would not result in new significant impacts or increase the severity of previously identified impacts. With the additional measures provided in Code Required Measure CR G-2, land use compatibility

impacts associated with construction of the Project would be substantially the same as those analyzed in the Certified EIR and First Addendum. Accordingly, potential impacts would continue to be significant and unavoidable, but the extension of construction activities would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum.

(b) Land Use and Planning Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to land use and planning (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

D. Noise (Construction)

(a) Construction Noise

The Certified EIR concluded that construction noise impacts for the Original Stadium Project would be significant and unavoidable even with implementation of mitigation at the off-site noise sensitive receptor locations within Exposition Park near the southwestern corner of the Project Site, which was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center (Receptor Location 1) and near the northern boundary of the Project Site, which was selected to represent the open space areas to the north of the Project Site (Receptor Location 2). Consistent with the conclusion in the Certified EIR, the First Addendum determined that impacts with respect to construction noise would be significant and unavoidable under the Modified Project at Receptor Location 1 and Receptor Location 2. While Mitigation Measures MM G-1 through MM G-4 would reduce those impacts to the maximum extent feasible, such impacts would remain significant and unavoidable. While the Certified EIR and First Addendum identified a significant and unavoidable construction noise impact, the analysis found that no significant noise impact from construction activities would occur at the residential uses east of Figueroa Street, which are accessed from South Flower Drive (Receptor Location 3) or the

residential uses south of the Project Site across Martin Luther King Jr. Boulevard (Receptor Location 4).

The proposed temporary extension of construction hours would permit Project construction to occur in two shifts over an approximately four-month period: (1) the Daytime Shift during the hours of approximately 7:00 A.M. to 5:00 P.M.; and (2) the Nighttime Shift during the hours of approximately 7:00 P.M. to 5:00 A.M. Because the analysis in the First Addendum assumed construction hours consistent with Code Required Measure G-2, which provides for construction hours from 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, a supplemental noise analysis entitled *Extended Hours (Night Shift) Construction Noise Impact Analysis* (Noise Analysis) was prepared by Acoustical Engineering Services (AES), dated May 2017 and included in Appendix A, to evaluate the noise associated with construction activities during the Nighttime Shift. Since construction activities taking place during the Nighttime Shift would occur when the facilities within Exposition Park generally are not in operation, the Noise Analysis analyzed the impact of construction activities during the Nighttime Shift on the nearest residential receptors (Receptor Locations 3 and 4). To further ensure that uses within Exposition Park are not impacted by construction activities during the Nighttime Shift, Code Required Measure CR G-2 is proposed for revision to require LAFC to coordinate with the Office of Exposition Park Management to avoid any potential conflicts between Nighttime Shift construction and scheduled Exposition Park activities, as detailed above.

As previously described, construction activities during the proposed Nighttime Shift would occur within two limited and separate work areas, Work Area I and Work Area II, shown in Figure 1 on page 4. Work Area I is located on the western half of the Project Site, which is the area closest to the Coliseum. Structural steel erection activities would occur in Work Area I during the Nighttime Shift, and no welding activities would take place. Equipment operating during the Nighttime Shift in Work Area I would be limited to an electric powered tower crane and forklift. Work Area II is located within the interior of the stadium bowl, and all work would occur 25 feet below street level. Precast erection activities would occur within Work Area II during the Nighttime Shift, and equipment would be limited to a crawler crane, forklift, and truck. Approximately six electric-powered light fixtures would be located on the Project Site during the Nighttime Shift. The lights would be approximately 18 to 20 feet tall and within Work Area II would be located entirely below street level. In addition to the on-site work, materials deliveries for the Nighttime Shift would occur with approximately four trucks arriving between 8:00 P.M. and 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site from the 110 Freeway via Martin Luther King Jr. Boulevard to Figueroa Street.

Ambient noise measurements were taken during the proposed hours for the Nighttime Shift on six separate days. The measured ambient noise levels over the

six nights ranged from 63.0 to 68.0 A-weighted decibels (dBA) at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. As indicated in the Noise Analysis, to represent the most conservative analysis, the lowest measured nighttime ambient noise levels at Receptor Locations 3 and 4 of 63.0 and 63.5 dBA, respectively, were used for the impact analysis. Table 1 below provides the estimated construction noise levels associated with on-site construction activities and off-site deliveries that would occur during the Nighttime Shift based on the limited construction equipment operations and deliveries that are proposed. The analysis conservatively assumed simultaneous use of all equipment. As indicated in Table 1, the estimated construction-related noise would be well below the significance threshold (existing ambient plus 5 dBA) at the nearest residential noise-sensitive uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 1, noise levels would be below the measured ambient noise levels by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4.

Table 1
Estimated Project Construction Noise Levels During Nighttime Shift

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Nighttime Shift, dBA L_{eq}			Significance Threshold[a] dBA L_{eq}
		On-Site Construction	Off-Site Delivery Trucks	Composite On- and Off-Site Construction Noise	
3 Residential Uses East of Figueroa Street	350	48.8	43.5	49.9	68.0
4 Residential Uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Therefore, noise impacts associated with the proposed temporary construction activities during the Nighttime Shift would be less than significant. While noise impacts at Receptor Locations 3 and 4 would remain less than significant and consistent with the impact conclusions in the Certified EIR and First Addendum, to ensure that noise impacts at residential uses remain less than significant, Code Required Measure CR G-2 would be revised and clarified to provide additional measures to be implemented during Nighttime Shift. As previously detailed, these additional measures include the following:

- Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient

noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses;

- Utilize additional sound blankets and sound walls to reduce noise levels;
- Disable all equipment back up bells;
- Prohibit crane horns for signaling;
- Limit the use of radio contact on-site;
- Use electricity to power lighting to reduce noise levels;
- Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and
- Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.

With the implementation of these additional measures during Nighttime Shift construction activities, potential noise impacts at sensitive residential receptors during the Nighttime Shift time period would remain less than significant. Accordingly, while potential impacts from construction-related noise would continue to be significant and unavoidable for nearby sensitive receptors within Exposition Park that operate primarily during the daytime, the temporary extension of construction activities into the evening hours would not increase the severity of those impacts analyzed in the Certified EIR and First Addendum, and no new significant impact would occur during the Nighttime Shift.

(b) Construction Vibration

The Certified EIR and First Addendum concluded that vibration impacts associated with construction would be less than significant under the Original Stadium Project and the Modified Project, respectively. The temporary extension of construction hours during the Nighttime Shift does not involve any modifications that would affect the analysis of vibration. No construction activities that are typically associated with vibration impacts, such as earthwork or pile driving, are proposed during the Nighttime Shift. Accordingly, the Project with extended construction hours would likewise result in less than significant construction vibration impacts. No mitigation measures are required.

(c) Noise Conclusion

Based on the analysis above, the Project with temporarily extended construction hours would not result in any new significant impacts with respect to noise or vibration, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(d) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception of Code Required Measure CR G-2, which would be revised and clarified as provided above.

E. Traffic/Transportation/Parking (Construction)

(a) Construction

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. The Modified Project's construction traffic impacts were determined to be less than significant in the First Addendum.

Peak hour construction traffic activities associated with the temporary extension of construction hours would be substantially similar to or less than those of the Modified Project. The extension of construction hours would allow LAFC to increase the number of construction deliveries occurring outside of congested daytime A.M. and P.M. peak hours, which would reduce Project construction traffic during peak travel times. Further, as previously discussed, the intensity of construction at any given time of day may be reduced as a result of extending construction hours; accordingly, the number of construction workers on-site at any given time during the construction workday would not increase (and may be reduced). As a result, transit and parking impacts during construction would not change (or may be reduced) from those analyzed in the First Addendum. Similarly, access and safety impacts would remain unchanged due to the similar construction characteristics, including type and location of construction activities, deliveries, and construction worker trips. Therefore, because the Project's construction traffic as a result of temporarily extending the construction hours would fall within the scope of construction traffic evaluated for the Modified Project in the First Addendum, potential traffic impacts associated with construction of the Project with temporarily extended construction hours, including intersection, access and safety, transit, and parking impacts, would be less than significant, consistent with the conclusions in the First Addendum.

(b) Traffic/Transportation/Parking Conclusion

Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP and the clarification of Code Required Measure CR G-2, the temporary extension of construction hours would not result in any new significant impacts with respect to Traffic/Transportation/Parking (construction) and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

(c) Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures set forth in the adopted MMP, including those from the Certified EIR and First Addendum, remain applicable to the Project with the temporary extension of construction hours, with the exception Code Required Measure CR G-2, which would be revised and clarified as provided above.

F. Other Impact Categories

The temporary extension of construction hours would not involve any modifications that would affect the analysis of: aesthetics (operation); agricultural or forestry resources; air quality (operations); biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning (operations); mineral resources; noise (operation); population, housing, and employment; public services; or traffic (operation), as provided in the Certified EIR or the First Addendum. Accordingly, the temporary extension of construction hours would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

G. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above, including aesthetics (construction), air quality (construction), land use and planning (construction), noise (construction), and traffic/transportation/parking (construction), may vary, cumulative construction-related impacts are typically localized and thus largely limited to the immediate Project vicinity. In each of the analyses provided above, impacts associated with construction of the Project with temporarily extended construction hours would be within the envelope of impacts evaluated in the Certified EIR and First Addendum, and as such, the Project's contribution to cumulative impacts would remain unchanged from that previously evaluated. Furthermore, in light of the City's noise regulations set forth in LAMC Section 41.40, it is not anticipated that any related projects in

close proximity to the Project Site would conduct nighttime construction activities, particularly during the same limited timeframe as the Project. Moreover, other development projects in the City for which extended construction hours may be sought would be required to undergo review and obtain approval from the Board of Police Commissioners, where any potential conflicts with the Project's nighttime construction activities would need to be addressed. Therefore, cumulative impact conclusions set forth in the Certified EIR and First Addendum would not change as a result of the proposed temporary extension of construction hours. As a result, the temporary extension of construction hours for the Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the First Addendum.

IV. Conclusion

This Second Addendum provides necessary information regarding the requested approval of a temporary extension of construction hours.

Based on the analysis above, implementation of the temporary extension of construction hours would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 has occurred.

Appendix A

Noise Analysis

Los Angeles Football Club Stadium
Extended Hours (Night Shift) Construction Noise Impact Analysis

Introduction

The Los Angeles Football Club (LAFC) Stadium (Project) is currently under construction. The Project proposes to extend construction hours to permit a night shift from approximately 7:00 P.M. to 5 A.M. The proposed night shift construction would include structural steel erection and precast seating erection. This noise impact analysis evaluates the potential noise impacts on the nearby sensitive noise receptors associated with the proposed night shift construction activities.

Impact Analysis

As provided in the Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059) (AEIR), pursuant to the *L.A. CEQA Thresholds Guide* the Project would have a significant impact on existing ambient sound levels from nighttime construction if:

- Construction activities would exceed the ambient noise level by 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

The AEIR analyzed four noise-sensitive receptors within the vicinity of the Project Site. Receptor Location 1, located within Exposition Park near the southwestern corner of the Project site was selected to represent the Ralph M. Parsons Pre-School located within the Expo-Center. Receptor Location 2, located near the northern boundary of the Project site was selected to represent the open space areas to the north of the Project site. Receptor Location 3 was selected to represent the residential uses east of Figueroa Street, which are accessed from South Flower Drive. Receptor Location 4 was selected to represent the residential uses south of the Project site across Martin Luther King Jr. Boulevard. Since night shift construction activities would occur when the facilities within Exposition Park generally are not in operation, Receptor Locations 1 and 2 are not included in the night shift construction noise impacts analysis. In addition, to the extent activities within Exposition Park may occur during the night shift, LAFC shall coordinate with the Office of Exposition Park Management to ensure that night shift activities do not conflict with scheduled Exposition Park activities.

The existing nighttime ambient noise levels at Receptor Locations 3 and 4 were measured on six days (April 21, 22, 23, 24, 25 and 28, 2017), between 7:00 P.M. and 1:00 A.M., by PCL Construction Services, Inc. (detail ambient noise data are included Appendix A). Table 1 on

Table 1
Existing Ambient Noise Levels

Receptor Location	Description of Receptor	Measured Ambient Noise Levels, dBA L_{eq}
3	Residential uses east of Figueroa Street, east of Project Site	63.0 – 68.0
4	Residential use on Martin Luther King, Jr. Boulevard, south of Project Site	63.5 – 71.1
Source: PCL Construction Services, Inc., April 2017.		

page 2 provides the measured nighttime ambient noise levels at the Receptor Locations 3 and 4. As indicated therein, the measured ambient noise levels over the six nights ranged from 63.0 to 68.0 dBA at Receptor Location 3 and from 63.5 dBA to 71.1 dBA at Receptor Location 4. To represent the most conservative analysis, the lowest measured nighttime ambient noise levels of 63.0 dBA at Receptor Location 3 and 63.5 dBA at Receptor Location 4 (measured between midnight and 1:00 A.M.) were used for the impact analysis. The measured ambient noise levels included at Appendix A are representative of the ambient noise levels for the entire nighttime period. The ambient noise levels at the Project site and at the nearby residential land uses are primarily dominated by the auto traffic on the local roadways. Road traffic volume, typically, decreases during the nighttime hours. While traffic volumes may decrease further after 1:00 A.M., the ambient noise levels measured between midnight and 1:00 A.M. would not be expected to fall by more than 5 dBA during the early morning hours of 1:00 A.M. and 5:00 A.M., as the Project ambient measurement locations are located adjacent to major roadways in an urban environment and in close proximity to the 110-Freeway. A 5 dBA reduction in a traffic noise level would require the traffic volume to be reduced by over 67% between 1 A.M. and 5 A.M. It is highly unlikely that the auto traffic volume in the vicinity of the Project site would drop by more than a 67% between 1:00 A.M. and 5:00 A.M. Therefore, assuming a 5 dBA reduction in ambient noise conditions between the hours of 1:00 A.M. and 5:00 A.M. would be extremely conservative.

The proposed night shift construction activities would include the following:

1. Crew #1 Area: Construction would be located near the western portion of the Project Site. Work in this area would be limited to structural steel erection and would include the use of an electric powered tower crane and fork lift.

2. Crew #2 Area: Construction would be located within the interior of the stadium bowl. Work in this area would be limited to installing the precast concrete seating and would be located approximately 25 feet below street level. Construction equipment would include a crawler crane, a fork lift, and a construction truck.

3. Deliveries: In addition to the on-site work, materials deliveries for the precast concrete seating would also occur with approximately 4 trucks arriving between 8:00 – 10:00 P.M. and departing before midnight. Delivery trucks would access the Project Site via Martin Luther King Jr. Boulevard from the 110 Freeway and Figueroa Street.

The proposed night shift construction equipment (five pieces of construction equipment) is substantially less than the 18 pieces of construction equipment analyzed for the building construction period in the AEIR.

A construction noise model similar to the noise model used in the analysis provided for the AEIR was created to calculate the noise levels associated with the on-site construction activities during the night shift. The noise model utilized the FHWA published reference noise levels.[1] All construction equipment was placed at the boundary of the Project construction areas for Crew #1 and Crew #2 nearest to the analyzed receptor locations, to represent a conservative analysis. The off-site delivery trucks noise generation was calculated using the FHWA Traffic Noise Model (TNM) and was based on four truck trips (two coming and two leaving) in one hour along the proposed delivery route. Table 2 on page 4 provides the estimated construction noise levels associated with the on-site construction activities and the off-site deliveries. In addition, the composite on-site and off-site construction noise levels were calculated by adding the estimated on-site and off-site construction-related noise levels (noise calculation worksheets are included in Appendix B). As indicated in Table 2, the estimated construction-related noise level would be well below the existing ambient as well as below the Project significance threshold (existing ambient plus 5 dBA) at the nearest noise-sensitive residential uses, Receptor Locations 3 and 4. Specifically, as indicated in Table 2, noise levels would be below the significance threshold by 18.1 dBA at Receptor Location 3 and 16.4 dBA at Receptor Location 4. The estimated construction noise levels would also be well below the significance threshold even if the nighttime ambient noise levels were lowered by 5 dBA as described above.

In addition to the noise impact analysis in terms of hourly L_{eq}, the night shift construction noise level was calculated in terms of CNEL (a 24-hour average level), which include 5 dBA and 10 dBA adjustment factors for noise levels occuring during the evening (7:00 P.M. and 10:00 P.M.) and nighttime (10:00 P.M. and 7:00 A.M.) hours, respectively. Table 3 on page 4 presents the estimated construction noise levels in terms of CNEL, which include both daytime and proposed nighttime construction activities. Conservatively, this analysis did not reduce the activities that

[1] *FHWA Roadway Construction Noise Model User's Guide, 2006.*

Table 2
Estimated Project Construction Noise Levels During Night Shift – Leq

Receptor Location	Approximate Distance to Project Construction Area (feet)	Estimated Construction Noise Levels During Night Shift, dBA L_{eq}			Lowest Measured Nighttime Ambient Noise Levels, dBA L_{eq}	Significance Threshold[a] dBA L_{eq}
		On-Site Construction (A)	Off-Site Delivery Trucks (B)	Composite On- and Off-Site Construction Noise (C=A+B)		
3 – Residential uses East of Figueroa Street	350	48.8	43.5	49.9	63.0	68.0
4 – Residential uses on Martin Luther King, Jr. Boulevard	390	49.9	48.2	52.1	63.5	68.5

[a] *Significance threshold is equal to the measured nighttime ambient noise levels plus 5 dBA.*

Source: AES, 2017.

Table 3
Estimated Project Construction Noise Levels – CNEL

Receptor Location	Estimated Construction Noise Levels,[a] CNEL	Ambient Noise Levels,[b] CNEL	Significance Threshold[c] CNEL
3 – Residential uses East of Figueroa Street	66.2	69.9	74.9
4 – Residential uses on Martin Luther King, Jr. Boulevard	65.1	73.4	78.4

[a] *Estimated based on the daytime construction hours of 7:00 A.M. to 5:00 P.M. and nighttime construction hours of 7:00 P.M. to 5:00 A.M. Detail calculations are provided in Appendix B.*

[b] *Ambient in terms of CNEL were estimated based on the daytime ambient noise levels provided in the AEIR and the measured evening/nighttime ambient noise measurement provided in Appendix A.*

[c] *Significance threshold is equal to the ambient noise levels plus 5 dBA.*

Source: AEIR, 2015; AES, 2017.

As analyzed above, the estimated night shift construction noise levels in terms of L_{eq} at Receptor Locations R3 and R4 would be well below the nighttime ambient noise levels and the significance thresholds. In addition, the estimated construction noise levels in terms of CNEL, which include both daytime and nighttime, would also be below the ambient noise levels and the

significance thresholds. Therefore, noise impacts associated with the proposed night shift construction would be less than significant.

Noise Reduction Measures

Although, the estimated construction-related noise level at the nearest residential noise-sensitive uses would be below the applicable significance thresholds, the following noise reduction measures (in addition to the measures provided in the AEIR) are recommended to ensure the noise impacts during the night shift would remain less than significant. During the night shift, the Project shall include the following additional noise reduction measures:

1. Perform ambient noise level readings during the night shift construction activities to ensure that noise levels at residential sensitive uses do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses.
2. Disable equipment back up bells during the night shift.

LA Football Club -
Extended Hours Construction

Noise Calculations Worksheets

Appendix A
Ambient Noise Measurements

Provided by PCL Construction Services, Inc.

DATE	LOC #	START TIME	FINISH TIME	AVERAGE	NOTES (CONST ACTIVITY, TRAFFIC, ETC.)
4/21/2017	2	19:37	19:42	72.7	MLK street traffic
4/21/2017	2	22:32	22:37	70.7	MLK street traffic
4/22/2017	2	0:32	0:37	68.4	MLK Traffic
4/22/2017	2	19:30	19:35	72.2	MLK Traffic, Jackhammering across street
4/22/2017	2	22:29	22:34	71.1	MLK Traffic, Helicopter nearby
4/23/2017	2	0:33	0:38	66.2	MLK Traffic
4/24/2017	2	19:34	19:39	72.6	MLK Traffic
4/24/2017	2	22:29	22:34	68.4	MLK Traffic
4/25/2017	2	0:21	0:26	63.5	MLK Traffic
4/28/2017	2	0:40	0:55	66.7	Swaying Trees and Signs, High Winds, Light Traffic, Buses
4/21/2017	4	19:25	19:30	67.3	Fig street traffic
4/21/2017	4	22:20	22:25	67.2	Fig street traffic
4/22/2017	4	0:20	0:25	66.7	Fig street traffic
4/22/2017	4	19:19	19:24	67.4	Fig Street Traffic, Bus nearby
4/22/2017	4	22:19	22:24	68	Fig Traffic
4/23/2017	4	0:20	0:25	67.3	Fig street traffic
4/24/2017	4	19:24	19:29	68.1	Fig Traffic
4/24/2017	4	22:18	22:23	67.3	Fig Traffic, Car Raced By
4/25/2017	4	0:15	0:20	63	Fig Traffic
4/28/2017	4	1:02	1:07	67.2	Light Traffic, High Winds, Swaying Trees and Signs

Nighttime Ambient Noise Measurements Conducted by PCL Construction Services, Inc.

Loc #2 is representative of the Project receptor R4
Loc #4 is representative of the Project receptor R3

Appendix B
Construction Noise Calculations

AES
Acoustical Engineering Services

Project: LAFC Project Addendum - Extended Hours Construction Analysis

			Estimated Construction Noise Levels, dBA Leq					
Rec.	Description	Closest Distance, ft	On-Site Equipment (A)	Off-Site Truck (B)	Total (C=A+B)	Nighttime Ambient, dBA Leq	Significance Threshold, dBA Leq	Relative to Threshold
R3	Residential use east of Figueroa St.	350	48.8	43.5	49.9	63.0	68.0	-18.1
R4	Residential use south side of MLK	390	49.9	48.2	52.1	63.5	68.5	-16.4

C = Decibel additions in energy basis

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	920	0
Forklift 1	1	75	20%	890	0
Crane (mobile)	1	81	16%	350	12
Forklift 2	1	75	20%	350	12
Delivery Truck	1	76	40%	350	12

Receptor: ***R3***

Results:

1-hour Leq: 48.8

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

AES
ACOUSTICAL ENGINEERING SERVICES

Project: LAFC Project Addendum

Construction Phase: ***Extended Construction***

Equipment

Description	No. of Equip.	Reference Noise Level at 50ft, Lmax	Acoustical Usage Factor	Distance to Receptor, ft	Estimated Noise Shielding, dBA
Craned (fixed electrical)	1	63	16%	720	0
Forklift 1	1	75	20%	550	0
Crane (mobile)	1	81	16%	390	12
Forklift 2	1	75	20%	390	12
Delivery Truck	1	76	40%	390	12

Receptor: ***R4***

Results:

1-hour Leq: 49.9

Source for Ref. Noise Levels: FHWA RCNM, 2006
Electric Tower Crane Noise Levels:
95 Lw
63 Lp at 50 ft

LA Football Club - Extended Hours Construction

Receptor R3

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	48.8	10	58.8
1:00:00 AM	48.8	10	58.8
2:00:00 AM	48.8	10	58.8
3:00:00 AM	48.8	10	58.8
4:00:00 AM	48.8	10	58.8
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	69.7	0	69.7
8:00:00 AM	69.7	0	69.7
9:00:00 AM	69.7	0	69.7
10:00:00 AM	69.7	0	69.7
11:00:00 AM	69.7	0	69.7
12:00:00 PM	69.7	0	69.7
1:00:00 PM	69.7	0	69.7
2:00:00 PM	69.7	0	69.7
3:00:00 PM	69.7	0	69.7
4:00:00 PM	69.7	0	69.7
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	48.8	5	53.8
8:00:00 PM	49.9	5	54.9
9:00:00 PM	49.9	5	54.9
10:00:00 PM	49.9	10	59.9
11:00:00 PM	49.9	10	59.9
		CNEL	**66.2**

Daytime construction noise levels are from the Project Addendum, Table 12

Receptor R4

Time	Estimated Construction Noise Levels, dBA Leq	Adjusment for CNEL Calcs, dB	Adjusted Construction Noise Levels, dBA Leq
12:00:00 AM	49.9	10	59.9
1:00:00 AM	49.9	10	59.9
2:00:00 AM	49.9	10	59.9
3:00:00 AM	49.9	10	59.9
4:00:00 AM	49.9	10	59.9
5:00:00 AM	0.0	10	0.0
6:00:00 AM	0.0	10	0.0
7:00:00 AM	68.3	0	68.3
8:00:00 AM	68.3	0	68.3
9:00:00 AM	68.3	0	68.3
10:00:00 AM	68.3	0	68.3
11:00:00 AM	68.3	0	68.3
12:00:00 PM	68.3	0	68.3
1:00:00 PM	68.3	0	68.3
2:00:00 PM	68.3	0	68.3
3:00:00 PM	68.3	0	68.3
4:00:00 PM	68.3	0	68.3
5:00:00 PM	0.0	0	0.0
6:00:00 PM	0.0	0	0.0
7:00:00 PM	49.9	5	54.9
8:00:00 PM	52.1	5	57.1
9:00:00 PM	52.1	5	57.1
10:00:00 PM	52.1	10	62.1
11:00:00 PM	52.1	10	62.1
		CNEL	**65.1**

Daytime construction noise levels are from the Project Addendum, Table 12

THIRD ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TREE REMOVAL PERMIT APPROVAL

State Clearinghouse No. 2010041059

PREPARED FOR:

The Los Angeles Memorial Coliseum Commission

PREPARED BY:

Eyestone Environmental

June 2017

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THIRD ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: TREE REMOVAL PERMIT APPROVAL

I. Introduction

This document is the Third Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project (Project) Environmental Impact Report (State Clearinghouse No. 2010041059), which was certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011 (Certified EIR). This Third Addendum addresses potential physical environmental effects associated with a proposed discretionary permit approval for the removal of street trees in connection with the Project. Specifically, and as discussed and analyzed further below, the only proposed physical change to the Project relates to the removal of 10 street trees, and none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

II. Project Background

The previously Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011). Additional CEQA analysis has been conducted regarding modifications to the Project, including a First Addendum to the Certified EIR (September 2015), Errata 1 to the First Addendum (March 2016), and a Second Addendum to the Certified EIR (May 2017). A summary of these documents and associated Project changes is provided below.

The Certified EIR analyzed the demolition of the existing Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (Project Site) in the City of Los Angeles (City) and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator

viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After certification of the Certified EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop a MLS stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.[1] The Modified Project also included signage and lighting programs to support stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. Errata 1 to the First Addendum was issued in March 2016 to address a typographical error in one project design feature. No changes to the Project were proposed, and none of the conditions in Public Resources Code Section 21166 or CEQA Guidelines Section 15162 occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Coliseum District Specific Plan (Specific Plan), the creation of the Coliseum and Soccer Stadium Supplemental Use District (Sign District), and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program, and a Statement of Overriding Considerations.

Components of the Project as allowed by the Specific Plan are now under construction and were approved by the City of Los Angeles Director of City Planning through a Director's Administrative Clearance dated June 21, 2016.

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[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

In May 2017, a Second Addendum was prepared to analyze a temporary extension of construction hours to enable construction during the evening/nighttime hours for a limited duration of approximately four months. The Second Addendum was approved by the Coliseum Commission on May 11, 2017. The Coliseum Commission specifically determined that the temporary extension of construction hours is consistent with the Certified EIR based on evidence in the Second Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred.

The Project Applicant now seeks approval of a street tree removal permit by the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division for the removal of 10 street trees along the Project Site's South Figueroa Street frontage. This Third Addendum provides necessary analysis regarding the physical environmental effects associated with the proposed discretionary permit approval for the removal of street trees and demonstrates that no new significant impacts or any increased severity of significant impacts previously evaluated and disclosed in the Certified EIR, First Addendum, or Second Addendum would occur. No other modifications to the Project are proposed.

III. CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, CEQA Guidelines Section 15164(a) states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously Certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency unless a further discretionary approval on the project is required and one or more of the following circumstances exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or

negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, Public Resources Code Section 21166 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occur:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, the street tree removals now proposed under the Project would not result in any new significant impacts, nor would they substantially increase the severity of previously identified significant impacts. In addition, there are no substantial changes to the circumstances under which the Project as analyzed in the Certified EIR, First Addendum, Errata 1, or Second Addendum would have been

undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR, First Addendum, Errata 1, and Second Addendum were certified. Therefore the minor changes associated with the proposed street tree removals do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR are necessary, and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed removal of street trees.[2]

IV. Necessary Information Regarding Street Tree Removal

As noted above, an addendum to a previously certified EIR is required when some additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 calling for preparation of a subsequent EIR have occurred. As previously discussed, this Third Addendum provides necessary information regarding the proposed discretionary permit approval for removal of street trees, as well as associated analysis demonstrating that no new significant impacts or any increased severity of significant impacts previously evaluated and disclosed in the Certified EIR would occur.

As the only proposed change to the Project currently under construction relates to the removal of 10 street trees and no other modifications would occur, none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 calling for preparation of a subsequent EIR have occurred. Specifically, no substantial changes are proposed nor have substantial changes occurred which will require major revisions of the previously Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. A necessary addition includes the *Tree Report—City of Los Angeles Rights-of-Way Trees for the Los Angeles Memorial Sports Arena Redevelopment Project* (Tree Report) prepared by Carlberg Associates, which is included as Appendix A of this Third Addendum. This document supplements the information necessary for the proposed discretionary approval of a street tree removal permit but does not present new information of substantial importance which would create one or more significant effects not previously disclosed or increase the severity of the significant impacts already evaluated in the previously Certified EIR. Further, no changes to any mitigation measures set forth in the

[2] *See CEQA Guidelines Section 15164(a).*

approved Mitigation Monitoring Program would occur. Although, as provided herein, additional project design features would be incorporated into the Project.

More specifically, the Tree Report details the inventory and evaluation of 10 existing street trees located in the City right-of-way on South Figueroa Street between Martin Luther King, Jr. Boulevard and Exposition Park Drive, along the east side of the Project Site. The specific locations of these trees are identified in Figure 1 on page 7. These 10 street trees have been identified as Mexican fan palms (*Washingtonia robusta)*, all of which are now proposed for removal to allow for sidewalk improvements along the South Figueroa Street frontage of the Project. The Tree Report includes data regarding each tree's health and structural condition, brown trunk height, tree height, and canopy spread.[3]

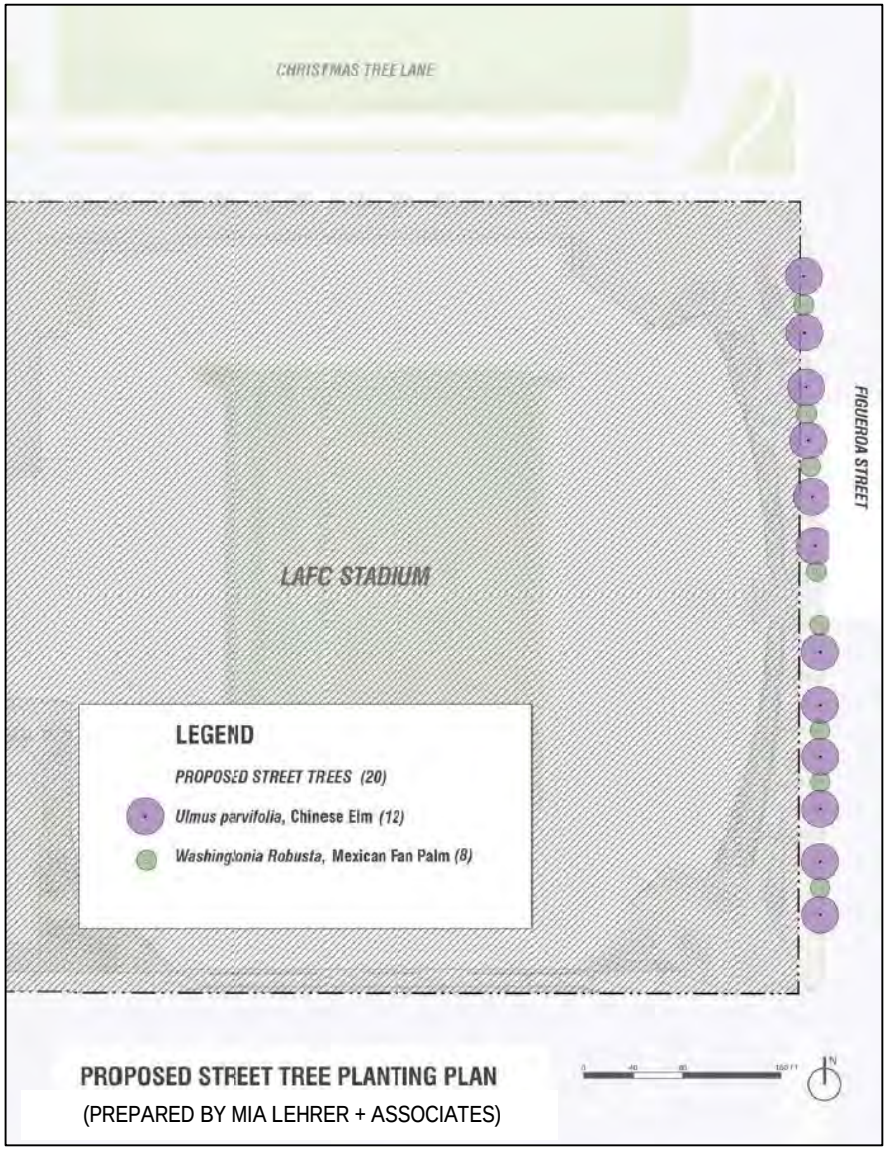
V. Comparative Analysis of Proposed Street Tree Removals

The analyses provided below address certain environmental issues evaluated in the Certified EIR, First Addendum, and Second Addendum and focus on any potential changes in environmental impacts that could result from the proposed removal of 10 street trees. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR, First Addendum, and Second Addendum for those impact areas that could be implicated by the tree removals to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result from the street tree removals or whether previously identified significant impacts would be substantially more severe. As set forth by the analyses below, the street tree removals would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR, First Addendum, or Second Addendum.

A. Land Use/Regulatory Consistency

As indicated in the Tree Report, the 10 street trees proposed for removal are Mexican fan palms. Mexican fan palm is not a native tree species subject to the City of Los Angeles Protected Tree Ordinance. Nevertheless, any street tree replacement must comply with the Urban Forestry Division's policies, which require a minimum 2:1 replacement ratio. The proposed replacement trees would include eight Mexican fan palms, using specimens matching in height and canopy spread, and 12 Chinese elm

[3] *Because Mexican fan palm trunks do not typically increase in diameter as they mature, the Nursery Standard Measurement for Mexican fan palms is their "brown trunk" height, the distance between grade and the newest emerging spear.*



eyestone ENVIRONMENTAL

Figure 1
Existing and Proposed Street Trees

Source: Carlberg Associates, 2017.

(*Ulmus Parvifolia*) trees, resulting in an overall 2:1 replacement ratio in accordance with the street tree removal permit requirements. These tree species were specifically selected for their drought-tolerant and/or climate-adapted nature and would primarily require moist to dry soil conditions. These species also are consistent with the proposed landscape palette for the Figueroa Corridor Project, as detailed in the Los Angeles Department of Transportation's MyFigueroa plan.[4] In addition, smart irrigation systems with flow sensors and drip tubing delivery systems would be used. The size of each replacement tree would be 36-inch box (22-foot brown trunk height) for the Mexican fan palms and 48-inch box for the Chinese elms, thus exceeding the Urban Forestry Division's specifications.[5] As shown in Figure 1 on page 7, the proposed placement of the new palms is designed to correspond with architectural site lines associated with the new MLS stadium (currently under construction), while the Chinese elm trees generally would alternate between the palms. Although the existing street trees originally were assumed to remain under the Original Stadium Project and the Modified Project, with adherence to applicable street tree removal permit requirements and replacement at a 2:1 ratio, the Project's impacts related to street tree removal would be less than significant. The following project design feature is proposed to ensure compliance with the street tree removal permit requirements:

PDF Q-1: All street trees to be removed shall be replaced on a 2:1 replacement ratio in compliance with the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division's policies. Mexican fan palm (*Washingtonia robusta)* replacement trees shall be 36-inch box (22-foot brown trunk height). Chinese elm (*Ulmus Parvifolia*) replacement trees shall be 48-inch box.

In addition to the required 2:1 tree replacement activities, to benefit the surrounding community in South Los Angeles the Project Applicant has committed to plant an additional 10 Mexican fan palms in the Figueroa Corridor or within five blocks of the Figueroa Corridor in a location to be determined in consultation with Los Angeles City Council District 9, as set forth in the following project design feature:

PDF Q-2: Separate from the required replacement of any street trees, the Project Applicant shall plant 10 Mexican fan palms in the Figueroa Corridor or within five blocks of the Figueroa Corridor in a location to be determined in consultation with Los Angeles City Council District 9.

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[4] *Los Angeles Department of Transportation, April 9, 2013.*

[5] *Per Urban Forestry Division policies, street tree plantings shall be no smaller than 0.75-inch diameter. The standard tree stock size for street trees is a 24-inch box specimen. See http://bss.lacity.org/urbanforestry/index_obtaining.htm for details.*

These project design features are reflected in the Mitigation Monitoring Program, included as Appendix B of this Third Addendum.

With implementation of the project design features detailed above, impacts with respect to potential conflicts with local policies or ordinances protecting biological resources, including the City's Protected Tree Ordinance and Urban Forestry Division requirements, would be less than significant under the Project. No mitigation measures are required.

B. Aesthetics

With respect to aesthetics, as previously discussed the proposed location of the replacement Mexican fan palms along the Project's South Figueroa Street frontage is designed to correspond with architectural site lines associated with the new MLS stadium, while the Chinese elm trees generally would alternate between the palms. In this regard, the proposed trees are intended to better frame the MLS stadium, thereby creating a visual cohesiveness and resulting in an aesthetic improvement within the Project Site, thus improving views of the Project Site along South Figueroa Street. Aesthetic impacts would remain less than significant, and no new mitigation measures are required.

C. Water Supply

As it relates to water supply, as previously discussed, the proposed street tree replacements would include smart irrigation systems with flow sensors and drip tubing delivery systems. In addition, previously adopted Mitigation Measure MM I.2-1 requires compliance with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use of drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, setting automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and watering less in the cooler months and during the rainy season). As also detailed in Mitigation Measure MM I.2-1, the Department of Water and Power requires the following irrigation-related conservation measures for all new development in the City of Los Angeles:

- Irrigation system requirements:
  - Weather-based irrigation controller with rain shutoff;
  - Flow sensor and master valve shutoff (large landscapes);
  - Matched precipitation (flow) rates for sprinkler heads;

  - Drip/microspray/subsurface irrigation where appropriate;
  - Minimum irrigation system distribution uniformity of 75 percent;
  - Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; and
  - Use of landscape contouring to minimize precipitation runoff.

  Metering:

  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; and

- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary).

Refer to the Mitigation Monitoring Program, included as Appendix B of this Third Addendum, for the full text of previously adopted Mitigation Measure MM I.2-1. With the use of smart irrigation systems, as ensured via implementation of previously adopted mitigation, water supply impacts would remain less than significant, and no additional mitigation measures are required.

D. Biological Resources

Although unlikely, the street trees proposed for removal could potentially provide nesting sites for migratory birds. As previously addressed within the First Addendum, construction activities under the Project would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this regulatory requirement, potential impacts to nesting raptors would be less than significant. No mitigation measures are required.

VI. Conclusion

This Third Addendum provides necessary information regarding the requested approval of the street tree removal permit.

Based on the analysis above, implementation of the proposed street tree removals would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Code Section 21166 prior to the City's action on the street tree removal permit. Consideration by the City of Los Angeles Board of Public Works of this Third Addendum to the previously Certified EIR is the appropriate CEQA review required prior to making a decision on the currently proposed street tree removal permit.

Appendix A

Tree Report—City of Los Angeles Rights-of-Way Trees for the Los Angeles Memorial Sports Arena Redevelopment Project

Prepared by Carlberg Associates

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

TREE REPORT – CITY OF LOS ANGELES RIGHTS-OF-WAY TREES LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

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JUNE 6, 2017

LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT

CITY OF LOS ANGELES RIGHTS-OF-WAY TREES - REPORT

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Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

June 6, 2017

Benny Tran
Director of Development and Strategic Initiatives
Los Angeles Football Club
4751 Wilshire Boulevard, Suite 333
Los Angeles, California 90010

Re: Los Angeles Memorial Sports Arena Redevelopment Project – City Rights-of-Way Tree Report

Dear Mr. Tran,

This report supersedes my initial report dated August 24, 2015 and is being prepared for the Third Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059). In my August 24, 2015 report, ten City of Los Angeles rights-of-way Mexican fan palms were slated to remain in place. Since completion of my August 24, 2015 report, the Los Angeles Memorial Sports Arena Redevelopment Project now proposes the removal of the ten Mexican fan palms and the replacement with 20 new trees, including Mexican fan palms (8) and Chinese elm trees (12). This 2:1 mitigation ratio corresponds with the City's replacement requirements.

EXECUTIVE SUMMARY

Demolition, site grading, and construction for the Los Angeles Memorial Sports Arena Redevelopment Project includes the removal of 10 City of Los Angeles rights-of-way Mexican fan palms to allow for sidewalk improvements along the South Figueroa Street frontage. The 10 City of Los Angeles rights-of-way Mexican fan palms will be replaced with eight Mexican fan palms and 12 Chinese elms along South Figueroa Street between Martin Luther King, Jr. Boulevard and Exposition Park Drive. The design calls for the palms to be of consistent height and canopy spread, while corresponding with architectural site lines. The Chinese elms will alternate between the palms.

BACKGROUND AND ASSIGNMENT

This supporting document to the Third Addendum to the 2011 Environmental Impact Report (Certified EIR)[1] addresses 10 City of Los Angeles rights-of-way trees located on South Figueroa Street to the east of the approximate 15-acre site (Project Site).

The Project Site is located at 3939 South Figueroa Street and includes

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

[1] State Clearinghouse No. 2010041059, certified by the Los Angeles Memorial Coliseum Commission, February 2, 2011 (Certified EIR).

the immediately surrounding surface parking and landscape areas. The specific boundary of the irregularly shaped Project Site is illustrated on pages 5-6.

The Certified EIR analyzed the demolition of the existing Los Angeles Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park in the City of Los Angeles (Project Site), and the development of two potential options on the Project Site: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) a Major League Soccer (MLS) Stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Stadium Project).

After the Certified EIR was approved by the Coliseum Commission, the Coliseum Commission leased the Sports Arena and the Project Site to the University of Southern California (USC) with permitted uses including those approved under the Certified EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Stadium Project in order to develop the LAFC Stadium on the Project Site (Modified Project). The Modified Project was the subject of the First Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report and consisted of the Original Stadium Project (reconfigured on the Project Site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses. The Modified Project also included signage and lighting programs to support stadium operations.

Carlberg Associates (Carlberg) was retained to prepare a Protected Tree Report in accordance with the City of Los Angeles Tree Protection Ordinance No. 177,404 and the City of Los Angeles' Planning Department Guidelines for the First Addendum. During site visits on May 12 - 14, 2015, Carlberg evaluated and inventoried all protected trees with trunk diameters of four inches and greater and all non-protected trees with trunk diameters of eight inches or greater. This evaluation included approximately 200 private property trees and 10 City rights-of-way trees. Tree evaluations were based on ground-based visual assessments of the tree crown, trunk, aboveground roots and site conditions. No invasive testing or root collar examinations were performed. For the First Addendum, Carlberg prepared *Tree Report—Interior Property Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (August 2015) and *Tree Report—City of Los Angeles Rights-of-Way Trees, Los Angeles Memorial Sports Arena Redevelopment Project* (August 2015), which were included at Appendix E and Appendix F of the First Addendum, respectively.

Since completion of the First Addendum, LAFC now proposes the removal of the 10 City of Los Angeles rights-of-way Mexican fan palms to allow for sidewalk improvements along the South Figueroa Street frontage. During the visits on May 12 - 14, 2015, the 10 City of Los Angeles rights-of-way Mexican fan palms were identified, their health and structural condition evaluated, trunk diameters measured, and heights and canopy spreads approximated. Data is summarized in the following table (Table 1). No changes to these trees have occurred since the May 12 - 14, 2015 site visits.

The approximate location of the existing street trees proposed for removal and their approximate canopy spreads is illustrated on the graphic at page 7. In the right-hand graphic on the same page, the Project Landscape Architect, Mia Lehrer + Associates, prepared a plan of the proposed trees for planting within the

City right-of-way. Individual tree data sheets and photographs accompanying this report (Exhibit A, under separate cover) illustrate site context, tree density, and vigor for the existing City rights-of way trees.

OBSERVATIONS AND DISCUSSION

TABLE 1 – CITY OF LOS ANGELES RIGHTS-OF-WAY TREES ASSOCIATED WITH THE PROJECT

Common Name	Botanical Name	Quantity Existing	Quantity to be Preserved	Quantity and Size Proposed to be Planted
Mexican fan palm	*Washingtonia robusta*	10	0	8 (36" box/22' Brown Trunk Height)
Chinese elm	*Ulmus parvifolia*	N/A (none existing)	N/A	12 (48" box)
	Totals	**10**	**0**	**20**

As the design recommendation on page 7 reflects, the 10 Mexican fan palms would be removed and replaced with 8 palms of the same species, using specimens that are matched in height and canopy spread. The proposed placement of the new palms is designed to correspond with architectural site lines. The 12 Chinese elm trees will alternate between the palms.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates

Santa Monica Office
cy@cycarlberg.com

REGIONAL AND VICINITY MAP

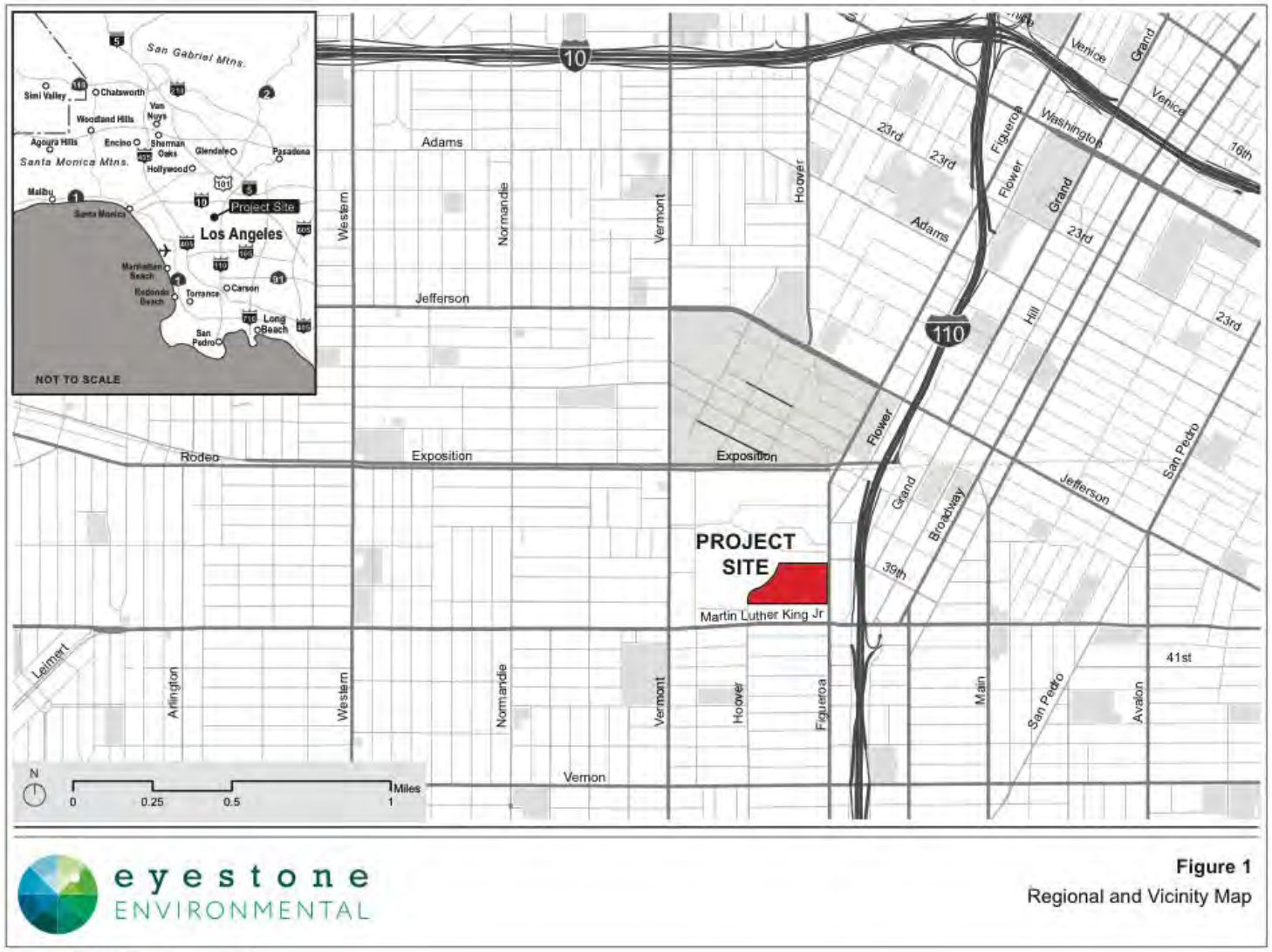


Figure 1
Regional and Vicinity Map

Source: Google Earth, 2015; Eyestone Environmental, 2015.

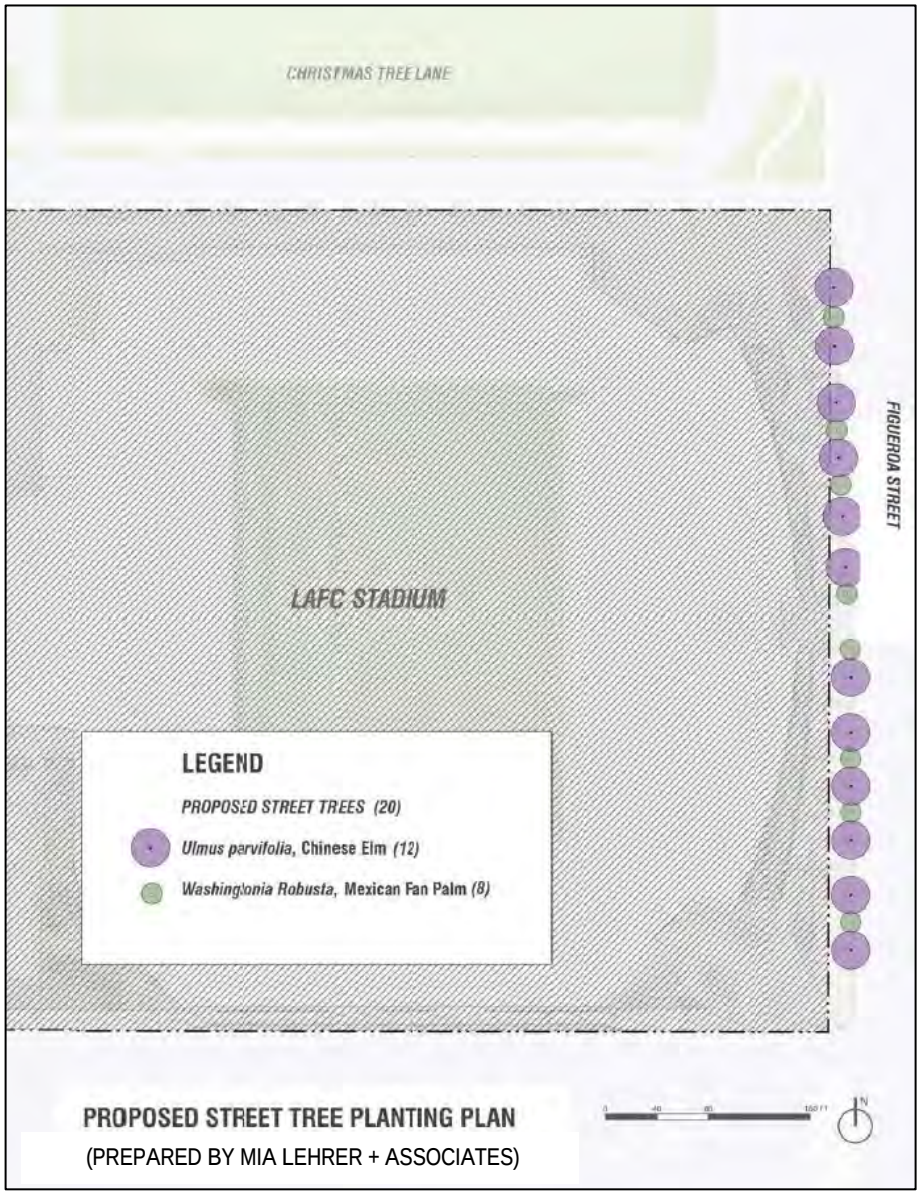
AERIAL PHOTOGRAPH

eyestone ENVIRONMENTAL

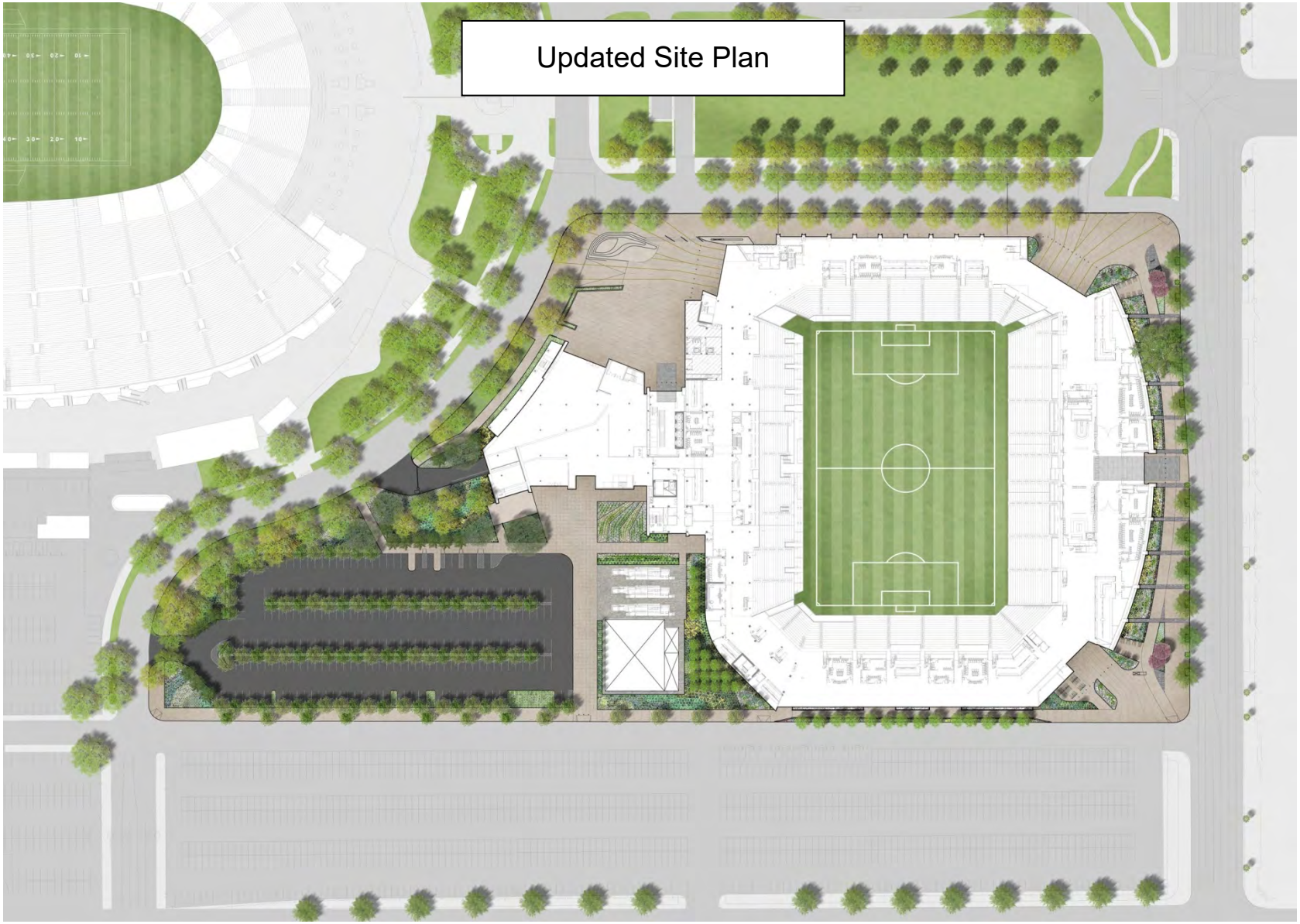
Figure 2
Aerial Photograph

Source: Google Earth, 2015; Eyestone Environmental, 2015.

EXISTING STREET TREES FOR REMOVAL



PROPOSED STREET TREE PLANTING PLAN
(PREPARED BY MIA LEHRER + ASSOCIATES)


Updated Site Plan

PHOTOGRAPH OF TREES C-1 though C-10 – ALL PROPOSED TO BE REMOVED

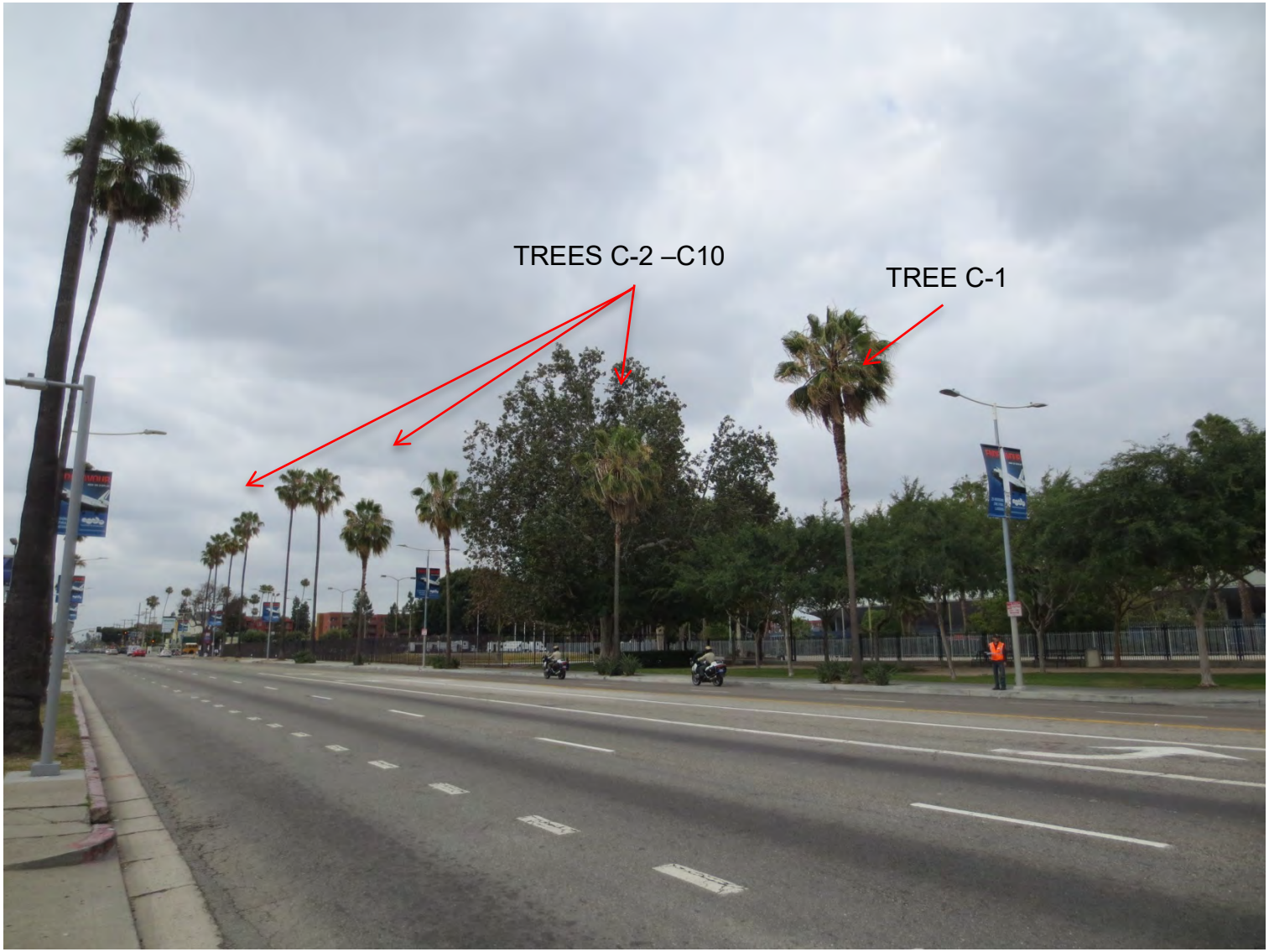


TABLE 2 – TREE DATA

Tree #	Common Name	Botanical Name	Brown Trunk Height (BT)*	Height (in feet)	Canopy Spread	Health	Structural Condition	Proposed Disposition
C1	Mexican fan palm	Washingtonia robusta	45' BT	52	10' Diameter	A	A	Remove; replace pursuant to City requirements
C2	Mexican fan palm	Washingtonia robusta	45' BT	52	10' Diameter	A	A	Remove; replace pursuant to City requirements
C3	Mexican fan palm	Washingtonia robusta	45' BT	52	10' Diameter	A	A	Remove; replace pursuant to City requirements
C4	Mexican fan palm	Washingtonia robusta	45' BT	52	10' Diameter	A	A	Remove; replace pursuant to City requirements
C5	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements
C6	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements
C7	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements
C8	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements
C9	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements
C10	Mexican fan palm	Washingtonia robusta	65' BT	72	15' Diameter	A	A	Remove; replace pursuant to City requirements

***** Brown Trunk Height (BT) – Because Mexican fan palm trunks do not typically increase in diameter as they mature, the Nursery Standard Measurement for Mexican fan palms is their “brown trunk” height, the distance between grade and the newest emerging spear.

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings of the trees are based on the archetype tree of the same species through a subjective evaluation of its physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition were rated A-F:

Health

A) Outstanding – Exceptional trees of good growth form and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during current season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B) Above average – Good to very good trees that exhibit minor necrotic or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C) Average – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small deadwood in outer crown areas, decreased shoot growth and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D) Below Average/Poor - trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F) Dead or in spiral of decline – this tree exhibits very little to no signs of life.

Structure

A) Outstanding – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that result in a sturdy form or architecture that resists failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward sign of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an “A” grade.

B) Above average - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C) Average - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D) Well Below Average/Poor - Trees poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F) Severely Compromised – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.

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Education
B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience
Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates
Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Certified Tree Risk Assessor (#1028), International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005, 2014
- American Society of Consulting Arborists, Board of Directors, 2013-Present
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

Appendix B

Mitigation Monitoring Program

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Aesthetics					
Project Design Features **PDF A-1:** The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities. **PDF A-2:** Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. **PDF A-3:** The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study. **PDF A-4:** Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	Los Angeles Memorial Coliseum Commission (LAMCC)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west. **PDF A-5:** All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations). **PDF A-6:** Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise. ***Project-Specific Mitigation Measures*** **MM A-1:** Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. **MM A-2:** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high -performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.					
Agriculture and Forestry Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Air Quality					
Project Design Features **PDF C-1:** Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards.	Field check to confirm implementation.	Construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
PDF C-2: The Project Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines.					
Project-Specific Mitigation Measures					
MM B-1: The Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. **MM B-2:** The Applicant shall use low-VOC paints for all interior and exterior surfaces.					
Biological Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Cultural Resources—Archeological and Paleontological Resources					
Project Design Features **PDF E-1:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect	Field check to confirm implementation.	Construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.					
Cultural Resources—Historic Resources					
Project-Specific Mitigation Measures	Report submittal; issuance of demolition permit	Pre-Construction	LAMCC		
MM D-1: Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features; b) Duplicates of historic photographs, if available; c) Duplicates of existing drawings including plans, elevations, and sections, if available; and d) Large format (4-inch by 5-inch negative or larger), archival photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features including select landscape, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.					
Geology and Soils					
Project Design Features **PDF F-1:** A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and	Report submittal; plan approval	Pre-Construction	Los Angeles Department of Building and Safety (LADBS)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements: • Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between any structural connection features. • Should portions of the proposed structures					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report. • The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report. • Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report. • Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion. • A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system. • Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted within 30 feet of below-grade walls. • Utility subgrade shall be confirmed to be free					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material. • After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report. • Temporary excavations shall be constructed in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer. • If perched groundwater is encountered during Modified Project construction, temporary construction dewatering, where required,					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas. • All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.					
Greenhouse Gas Emissions					
Project Design Features **PDF G-1:** The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. **PDF G-2:** The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances. **PDF G-3:** The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled: • Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.) • Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles • Reduced price Metro transit passes for project employees • Printed transit information on tickets					
Hazards and Hazardous Materials					
Project-Specific Mitigation Measures **MP-H-1:** Prior to the issuance of a demolition permit, a geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South	Survey preparation; issuance of demolition permit.	Pre-Construction; construction	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.					
MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering, evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Hydrology and Water Quality					
Project-Specific Mitigation Measures **MM E-1:** The Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. **MM E-2:** The Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. **MM E-3:** The Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LADBS		
Land Use and Planning					
Project-Specific Mitigation Measures **MM F-1:** The Applicant shall obtain all applicable permits from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions.	Plan approval	Pre-Construction	LADBS		
Mineral Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Noise					
Code-Required Measures **CR G-1:** The Applicant shall comply with the LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. **CR G-2:** The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday: • Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses; • Utilize additional sound blankets and sound walls to reduce noise levels;	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC; LADBS; Los Angeles Department of Transportation (LADOT)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
• Disable all equipment back up bells; • Prohibit crane horns for signaling; • Limit the use of radio contact on-site; • Use electricity to power lighting to reduce noise levels; • Position lighting to avoid spill onto properties outside of Exposition Park; • Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and • Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities.					
Project Design Features					
PDF L-1: During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively.					
Project-Specific Mitigation Measures					
MM G-1: The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.					
MM G-2: The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers.					
MM G-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					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
complaints. **MM G-4:** The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.					
Population, Housing, and Employment					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Fire Services					
Project-Specific Mitigation Measures **MM H.1-1:** Sprinkler systems shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903). **MM H.1-2:** All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2). **MM H.1-3:** The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet. **MM H.1-4:** Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4). **MM H.1-5:** If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	LAMCC; Los Angeles Fire Department (LAFD)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4)					
MM H.1-6: When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5).					
MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.					
MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.					
MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other approved turning area.					
MM H.1-10: All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2).					
MM H.1-11: Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
additional vehicular access where buildings exceed 28 feet in height.					
Public Services—Police Protection					
Project-Specific Mitigation Measures **H.2-1:** The Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers. **H.2-2:** Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity. **H.2-3:** The Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan may include some or all of the following components: i. Provisions for an on-site private security force that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and walkways, parking lots, and stairwells. ii. The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.	Field check to confirm implementation.	Construction; Operation	LAMCC; Los Angeles Police Department (LAPD)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
iii. The proposed security shall incorporate low level and directional lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.					
Public Services—Schools					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Park and Recreation					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Other Public Facilities					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Traffic/Transportation/Parking					
Project Design Features **PDF O-1:** The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
event users in the numerous nearby lots (such as those maintained by the University of Southern California).					
PDF O-2: Attendance at conference facility functions on non-event weekdays starting between 7:00 and 10:00 A.M. shall be limited to 261 attendees, and attendance at conference facility functions on non-event weekdays starting or ending between 3:00 and 6:00 P.M. shall be limited to 430 attendees.					
PDF O-3: A maximum of 8,000 sf of uses within the proposed food hall/marketplace may be open for business during the weekday A.M. peak hour. The team store, other retail uses, and all other restaurant uses shall not open for business until 10:00 A.M. or later.					
PDF O-4: For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.					
PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.					
PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
limited to the Expo Light Rail.					
Project-Specific Mitigation Measures					
MM G-1: The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible.					
MM J-1: Combined with the Coliseum, the campus supervised by the Coliseum Commission					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
currently holds events ranging from 500 to 93,000 people in attendance. The Applicant and USC shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. **MM J-2:** The Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.					
Utilities and Service Systems—Wastewater					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Utilities and Service Systems—Water					
Project Design Features **PDF P-1:** The Modified Project would reduce indoor potable water demand by at least 20 percent below Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata. ***Project-Specific Mitigation Measures*** **MM I.2-1:** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles: • High-efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High-efficiency dual flush toilets in single-use bathrooms; • High-efficiency urinals (0.125 gallons per flush or less, includes waterless urinals); • Restroom faucet flow rate of 0.35 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 1.5 gallons per minute or less; • Limit of one showerhead per shower stall; • High-efficiency clothes washers (water factor of 6.0 or less); • High-efficiency dishwashers (ENERGY STAR rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration; • Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling;					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
(Note: Single-pass cooling refers to the use of potable water to extract heat from process equipment) • Irrigation system requirements: – Weather-based irrigation controller with rain shutoff; – Flow sensor and master valve shutoff (large landscapes); – Matched precipitation (flow) rates for sprinkler heads; – Drip/microspray/subsurface irrigation where appropriate; – Minimum irrigation system distribution uniformity of 75 percent; – Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; – Use of landscape contouring to minimize precipitation runoff; • Metering: – All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); • Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Utilities and Service Systems—Solid Waste					
PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content or shall be manufactured within a 500-mile radius of the Project Site. **PDF P-3:** During operation, the Modified Project shall: • Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and aeration control. • Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria: – Bio-based materials and/or chemicals – Minimal presence of exposure to potentially harmful chemicals – No Volatile Organic Compounds (VOC) – Biodegradable – Non-toxic – Low flammability ***Project-Specific Mitigation Measures*** **MM I.4-1:** The Applicant shall develop a construction and	Field check to confirm implementation.	Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
demolition debris recycling program to divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills. **MM I.4-2:** The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.					
Utilities and Service Systems—Energy					
Project Design Features **PDF P-4:** The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf. **PDF P-5:** The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program. ***Project-Specific Mitigation Measures*** **MM I.3-1:** Built-in appliances, refrigerators, and space-	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.					
MM I.3-2: The Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air conditioning equipment in accordance with building demands; • The isolation of air conditioning to any selected floor to floors; and • Where feasible, reduce building conditioning load by reducing the amount of conditioned building area.					
MM I.3-3: The Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted.					
MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
buildings, via ceiling plenum, shall be used to reduce cooling loads in warm weather.					
MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.					
MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.					
MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.					
MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.					
MM I.3-9: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated.					
MM I.3-10: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible: • Exterior walls abutting to conditioned spaces: R-60 • Roof areas abutting conditioned spaces: R-80[b]					
MM I.3-11: Window systems shall be designed to reduce					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.					
MM I.3-12: The Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures.					
MM I.3-13: The Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.					
MM I.3-14: The Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.					
MM I.3-15: The Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.					
MM I.3-16: The Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.					
MM I.3-17: Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.					
MM I.3-18: The Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures**.**					
MM I.3-19: Design Project shall focus pedestrian activity					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
within sheltered outdoor areas.					
Additional Project Design Features					
Project Design Features **PDF Q-1:** All street trees to be removed shall be replaced on a 2:1 replacement ratio in compliance with the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division's policies. Mexican fan palm (*Washingtonia robusta)* replacement trees shall be 36-inch box (22-foot brown trunk height). Chinese elm (*Ulmus Parvifolia*) replacement trees shall be 48-inch box. **PDF Q-2:** Separate from the required replacement of any street trees, the Project Applicant shall plant 10 Mexican fan palms in the Figueroa Corridor or within five blocks of the Figueroa Corridor in a location to be determined in consultation with Los Angeles City Council District 9.	Permit approval; Field inspection and sign-off by Urban Forestry Division.	Construction	Los Angeles Department of Public Works		

[a] *PDF = Project Design Features*

MM = The "MM" and "CR" prefixes identify mitigation measures and code-required measures set forth in the Certified EIR for the Original Stadium Project.

MP = The "MP" prefix identifies mitigation measures set forth in the Addendum for the Modified Project that would be implemented in addition to the mitigation measures set forth in the Certified EIR for the Original Stadium Project.

[b] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

Source: Eyestone Environmental, 2017.

FOURTH ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES MEMORIAL SPORTS ARENA REDEVELOPMENT PROJECT RE: AMENDMENT TO THE APPROVED SPECIFIC PLAN AND SIGN DISTRICT FOR FREEWAY SIGNS

State Clearinghouse No. 2010041059

PREPARED FOR:

The City of Los Angeles Department of City Planning

PREPARED BY:

Eyestone Environmental

October 2018

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I. Introduction

This document is the Fourth Addendum to the Los Angeles Memorial Sports Arena Redevelopment Project Environmental Impact Report (State Clearinghouse No. 2010041059; Certified EIR), which was certified and adopted by the Los Angeles Memorial Coliseum Commission (Coliseum Commission) on February 2, 2011. This Fourth Addendum addresses proposed amendments to the associated Coliseum District Specific Plan (Ordinance No. 184289; Specific Plan) and Coliseum and Soccer Stadium Sign District (Ordinance No. 184290; Sign District), both of which became effective on June 21, 2016. The approved Specific Plan and Sign District expressly recognize that at a future date locations for freeway signs on non-contiguous parcels located in any zone may be added to the Specific Plan and Sign District. Consistent with those provisions, amendments to the Specific Plan and Sign District, along with other associated discretionary approvals, are proposed to permit two Los Angeles Football Club (LAFC) freeway signs for its Major League Soccer (MLS) stadium and entertainment venue located in the cultural and event center of Exposition Park at the southern end of the Figueroa Corridor in the City of Los Angeles (City). The Los Angeles Memorial Sports Arena Redevelopment Project, as most recently approved, together with the two proposed freeway signs are referred to herein as the Revised Project.

As discussed further below, the only change to the Los Angeles Memorial Sports Arena Redevelopment Project now proposed relates to the installation and operation of the two freeway signs, which would be located adjacent to the 110 Freeway (I-110; also known as the Harbor Freeway) on parcels that are non-contiguous with the MLS stadium, and the necessary discretionary approvals to permit such signs, including the incorporation of the properties containing the proposed signs into the Specific Plan and Sign District, as previously contemplated. None of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred.

II. Project Background

The Certified EIR consists of the Draft EIR (November 2010) and Final EIR (January 2011), which analyzed impacts associated with what is now referred to as the Original Project. Additional CEQA analysis subsequently was conducted to evaluate modifications to the Original Project, including a First Addendum to the Certified EIR (September 2015), Errata 1 to the First Addendum (March 2016), a Second Addendum (May 2017), and a Third Addendum (June 2017). (Collectively, the First Addendum, Errata 1 to the First Addendum, Second Addendum, and Third Addendum may be referred to below as "the Addenda" where appropriate when referencing all of the documents.) A brief summary of these documents and associated development changes is provided below.

The Draft and Final EIR analyzed the demolition of the then-existing Los Angeles Memorial Sports Arena (Sports Arena) on an approximately 15-acre site in the southeastern portion of Exposition Park (MLS stadium site) in the City and the development of two potential options therein: (1) a multiple-use space that would serve as a public venue for civic gatherings, celebratory and entertainment events (e.g., festivals, carnivals, rallies, and concerts), and other similar uses (Multi-Use Project); or (2) an MLS stadium with a permanent seating capacity of approximately 22,000 seats and associated amenities such as restrooms, concessions, press facilities, spectator viewing areas, luxury suites and club seating, and locker and dressing facilities (Original Project).

After certification of the EIR on February 2, 2011, the Coliseum Commission leased both the Los Angeles Memorial Coliseum (Coliseum) and Sports Arena sites to the University of Southern California (USC), allowing development of the uses approved under the EIR. USC subsequently agreed with the Los Angeles Football Club (LAFC), which acquired an MLS expansion franchise, to cooperate with LAFC's efforts to seek approval of certain modifications to the Original Project in order to develop a MLS stadium on the MLS stadium site (Modified Project). The Modified Project was the subject of the First Addendum and consisted of the Original Project (reconfigured on the MLS stadium site) together with the addition of up to approximately 105,900 square feet (sf) of ancillary facility floor area (up to approximately 119,000 gross sf), including office and conference facility space, a "World Football" museum, a team store or other retail space; and restaurant uses.[1] The Modified Project also included signage and lighting programs to support

[1] *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

stadium operations. The First Addendum together with a Project Agreement were approved by the Coliseum Commission on September 17, 2015. The Coliseum Commission specifically determined that the Modified Project is consistent with the Certified EIR based on evidence in the First Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred. Errata 1 to the First Addendum was issued in March 2016 to address a typographical error in one project design feature. No changes to the Modified Project were proposed, and none of the conditions in Public Resources Code Section 21166 or CEQA Guidelines Section 15162 occurred. On May 6, 2016, the Los Angeles City Council approved the Modified Project and approved an Amendment of the Specific Plan, the creation of the Sign District, and adopted the Project findings, the project design features and mitigation measures set forth in a Mitigation Monitoring Program, and a Statement of Overriding Considerations. The approved Specific Plan and Sign District expressly recognize that non-contiguous parcels may be added to the Specific Plan and Sign District at a future date for freeway signs. Components of the Modified Project as allowed by the Specific Plan were approved by a City of Los Angeles Director's Administrative Clearance dated June 21, 2016.

In May 2017, a Second Addendum was prepared to analyze a temporary extension of construction hours to enable construction during the evening/nighttime hours for a limited duration of approximately four months. The Second Addendum was approved by the Coliseum Commission on May 11, 2017. The Coliseum Commission specifically determined that the temporary extension of construction hours was consistent with the Certified EIR based on evidence in the Second Addendum and the record and that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 had occurred.

In June 2017, a Third Addendum was prepared to analyze the proposed removal of 10 street trees along the MLS stadium site's South Figueroa Street frontage and an associated request for a street tree removal permit by the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division. That document provided necessary analysis regarding the physical environmental effects associated with the proposed discretionary permit approval for the removal of street trees and demonstrated that none of the events requiring preparation of a subsequent or supplemental EIR under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 would occur. As such, the City of Los Angeles Board of Public Works approved the Third Addendum and approved the request for a street tree removal permit on March 12, 2018.

The Project Applicant, LAFC, now seeks approval of amendments to the Specific Plan and Sign District, along with other associated entitlements described below, in order

to permit two new freeway signs for the MLS stadium and entertainment venue. This Fourth Addendum provides necessary information regarding the proposed freeway signs and the requested discretionary approvals, as well as associated analysis demonstrating that no new significant impacts or any increased severity of significant impacts previously evaluated and disclosed in the Certified EIR or the Addenda would occur. No other changes to the Modified Project are proposed.

III. CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, CEQA Guidelines Section 15164(a) states that:

> *The lead agency or responsible agency shall prepare an addendum to a previously Certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

CEQA Guidelines Section 15162 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency unless a further discretionary approval on the project is required and one or more of the following circumstances exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, Public Resources Code Section 21166 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occur:

(a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report;

(b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or

(c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, the freeway signs now proposed under the Revised Project would not result in any new significant impacts, nor would they substantially increase the severity of previously identified significant impacts. In addition, there are no substantial changes to the circumstances under which the Original Project as analyzed in the Certified EIR or the Modified Project as analyzed in the Addenda would have been undertaken. Furthermore, no new information of substantial importance has been identified which was not known and could not have been known when the Certified EIR or the Addenda were certified. Therefore the minor changes associated with the proposed freeway signs do not meet the standards for a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162 or Public Resources Code Section 21166. Further, since only minor changes and additions to the Certified EIR are necessary and none of the conditions described in CEQA Guidelines Section 15162 or Public Resources Code Section 21166 have occurred, an Addendum is the appropriate CEQA document to analyze the proposed freeway signs.[2]

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[2] *See CEQA Guidelines Section 15164(a).*

IV. Freeway Sign Description

As previously indicated, the Specific Plan and Sign District expressly recognize that at a future date locations for freeway signs on non-contiguous parcels located in any zone may be added to the Specific Plan and Sign District. Consistent with the approved Specific Plan and Sign District, LAFC proposes two freeway signs for its MLS stadium and entertainment venue, which is located within the cultural and event center of Exposition Park. The two freeway signs would be visible from freeway off-ramps used to access the stadium, consistent with existing allowances under California's Outdoor Advertising Act (California Business & Professions Code Section 5200, et seq.). The two freeway signs would include both static and digital components and would be located adjacent to the 110 Freeway, with one freeway sign located at 3912 South Grand Avenue (APNs 5122-046-028, 5122-046-029, 5122-046-030; referred to herein as the Grand Avenue Sign on the Grand Avenue Site) and a second freeway sign located at 1320 West 12th Place (portion of APN 5137-031-029; referred to herein as the 12th Place Sign on the 12th Place Site). Site plans for the two signage sites are provided in Figure 1 on page 7. The freeway signs, described further below, are a component of the comprehensive signage program for the MLS stadium identified in the approved Specific Plan and Sign District that includes naming and sponsorship rights, consistent with a state-of-the-art stadium and entertainment venue. The MLS stadium opened for LAFC's first home game in April 2018.#

A. Applicable Sign District and Specific Plan Provisions

Signage for the MLS stadium and entertainment venue and adjacent areas within Exposition Park, including the neighboring Los Angeles Memorial Coliseum property, is regulated by the Sign District. The signage program set forth by the Sign District is an important element of a major league sports stadium as it supports the advertising and naming sponsorship rights for the stadium and generates revenue streams necessary for stadium funding and operations. For the MLS stadium, the Sign District permits approximately 44,500 square feet of signage, including up to approximately 18,300 square feet of exterior digital signage.[3] More specifically, the Sign District permits 37,500 square feet of signage within the Soccer Stadium Zone (i.e., the MLS stadium site) and 7,000 square feet of signage in the South Parking Lot Zone (i.e., the parking lot south of the MLS stadium site); together these areas are referred to herein as the Expo Park Site where 44,500 square feet of signage is permitted per the Sign District. Collectively, the Expo Park Site in conjunction with the Grand Avenue Site and the 12th Place Site, where the two freeway signs are proposed, are referred to herein as the Project Site.

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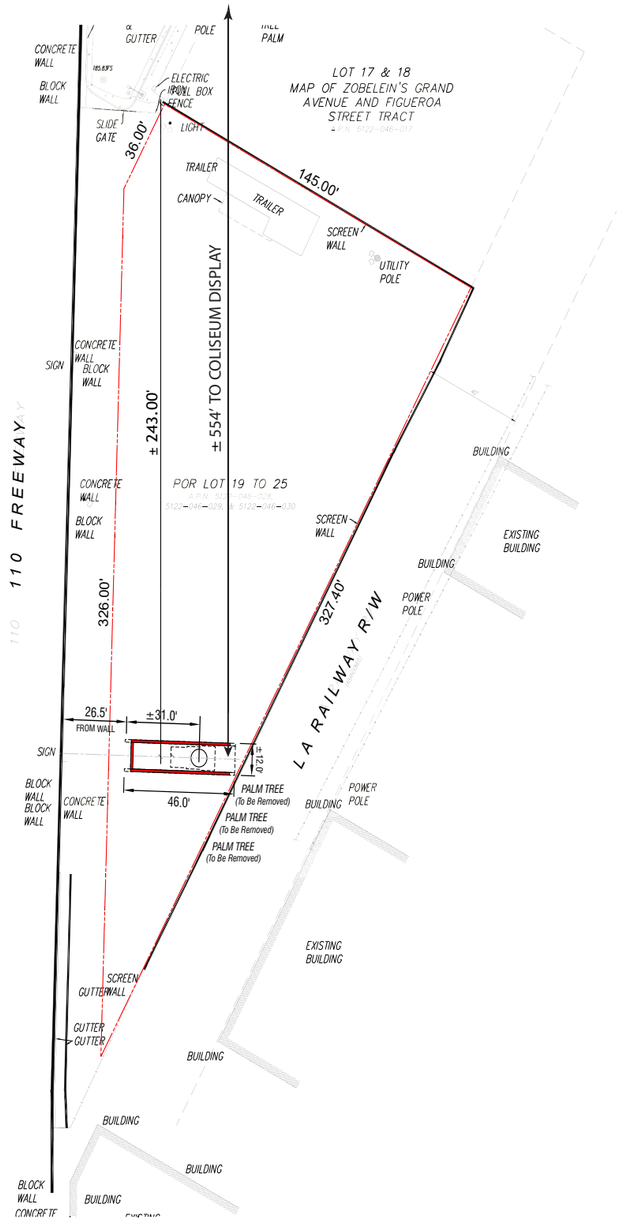
[3] *These numbers exclude aerial view signs, information signs, temporary signs, and interior signs.*



Grand Avenue Sign Site Plan

12th Place Sign Site Plan

Figure 1
Site Plans for Grand Avenue Sign and 12th Place Sign

Source: YESCO & EMI, Electra-Media, Inc., 2018.

The Sign District permits signs that vary in size from approximately 40 to 3,800 square feet, depending on the sign type and location. The types and extent of permitted signage emphasize the event and entertainment-oriented aspect of the MLS stadium. Specifically, signage types include identification signs, temporary event signs, electronic digital displays, changeable message light-emitting diode (LED) boards, static signs, identification signs, and retail/tenant identification signs, with both on-site and off-site signage allowed. In addition, the Sign District includes limitations on the operating hours and illumination of permitted signs.

With respect to freeway signage, and as summarized above, the Sign District expressly recognizes that additional locations for freeway signs could be added to the Sign District at a future date, which was necessary because locations for freeway signs had not yet been identified or secured at the time the City Council approved the Sign District. More specifically, the Sign District provides that "up to three Stadium Freeway Signs may be located in the future on up to three other noncontiguous parcels in an expanded Freeway Zone."[4] The Sign District further provides that "[a]n amendment of this Ordinance shall be required to add the locations of additional Stadium Freeway Signs to the District."[5] Accordingly, to permit the proposed freeway signs, LAFC proposes to amend the Sign District to include the Grand Avenue Site and the 12th Place Site in the Sign District area and set forth regulations for the freeway signs.

In addition, consistent with the provisions in the Sign District, the Specific Plan provides that a Sign District "may be established…and may include up to four non-contiguous parcels located in any zone, including…additional non-contiguous parcels that may contain new Stadium Freeway Signs as may be allowed by the Outdoor Advertising Act, codified in California Business & Professions Code Section 5272, et seq."[6] The Specific Plan further provides that "[s]igns within the Specific Plan area shall be regulated by a Sign District with boundaries that encompass the Specific Plan area. The Sign District may also include the Existing Major Site Sign and Stadium Freeway Signs, as permitted by the Outdoor Advertising Act, as codified at California Business & Professions Code Section 5272, et seq., which may be located on separate parcels that are non-contiguous with the Specific Plan area."[7] Consistent with the Sign District approval summarized above, the Specific Plan language was necessary because specific locations for freeway signs had not yet been identified or secured at the time the City Council approved the Specific Plan.

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[4] *Coliseum and Soccer Stadium Sign District, Section 8 E.5.*

[5] *Coliseum and Soccer Stadium Sign District, Section 9 X.1.a.*

[6] *Coliseum District Specific Plan, Section 3.C.*

[7] *Coliseum District Specific Plan, Section 11.*

Therefore, LAFC now also proposes to amend the Specific Plan to include the Grand Avenue Site and the 12th Place Site within the Specific Plan's Freeway Zone. The Freeway Zone already contains a freeway sign for the Los Angeles Memorial Coliseum (defined in the Specific Plan as the Existing Major Site Sign; referred to herein as the Coliseum sign) on a site that is not contiguous with the rest of the Specific Plan area.

The two freeway signs are identical in design (described in detail below) and would each contain 4,642 square feet of digital display area and 3,260 square feet of static elements, resulting in 7,902 square feet of sign area per freeway sign and a combined total of 15,804 square feet of sign area for both freeway signs. The two proposed freeway signs would not increase the square footage of signage that has already been approved for the MLS stadium and entertainment venue. Instead, the freeway signs' square footage is proposed to be allocated from approved signage identified in the Sign District for the stadium. For the MLS stadium, the Sign District permits approximately 44,500 square feet of signage, including up to approximately 18,300 square feet of exterior digital signage.[8] As part of the proposed Sign District Amendment, the amount of signage allowed on the Expo Park Site would be reduced by approximately 9,284 square feet of digital signage and approximately 6,520 square feet of static signage, which would be reallocated to the Grand Avenue Site and the 12th Place Site in the amended Freeway Zone, where the new proposed freeway signs would be located.

B. Freeway Sign Design and Related Characteristics

The proposed freeway signs would be constructed with iconic designs that complement each other and evoke the LAFC brand and contain Art Deco details that are representative of the City of Los Angeles. The designs would be highlighted by orienting the digital boards of the signs with a unique portrait orientation instead of the typical freeway sign landscape orientation. In addition, the sign designs would be consistent with LAFC's black and gold color scheme, also featuring gray and white elements. The signs would be designed with the LAFC wing at the top of the sign, which refers to the "City of Angels." The signs' structural support, which would extend the design all the way to the ground, would evoke the LAFC wing as well as Art Deco architectural lines, which are used throughout the LAFC branding in light of Downtown Los Angeles' rich collection of Art Deco buildings. The proposed identical sign designs are illustrated in renderings provided in Figure 2 and Figure 3 on pages 11 and 14, respectively, and described further below.

[8] *These numbers exclude aerial view signs, information signs, temporary signs, and interior signs.*

1. Grand Avenue Sign

As shown in Figure 1 on page 7, the Grand Avenue Sign would be located on the Grand Avenue Site, a triangular shaped parcel located east of the 110 Freeway and south of 39th Street. The approximately 0.61-acre (26,424-square-foot) Grand Avenue Site is currently rented as a storage yard for construction equipment and materials, and aside from installation of the sign within a portion of the yard, no change to that use is proposed by LAFC. The Grand Avenue Sign would be located approximately 750 feet east of the MLS stadium (across the 110 Freeway) and over 550 feet south of the Los Angeles Memorial Coliseum freeway sign (also located on the east side of the 110 Freeway). Traveling northbound on the 110 Freeway, the Grand Avenue Sign would be visible when approaching the Exposition Boulevard off-ramp, which can be used to access to the MLS stadium. Traveling southbound on the 110 Freeway, the Grand Avenue Sign would be visible when approaching the Martin Luther King, Jr. Boulevard off-ramp, which can be used to access the stadium. Security provisions for the Grand Avenue Site would include a security gate at the driveway and perimeter fencing around the property, which are currently in place, as well as 8-foot-high fencing around the sign base and potentially bollards as well.

The Grand Avenue Sign would have a rectangular structure (as viewed from above) placed atop the sign's structural support or base, as shown in Figure 2 on page 11. The sign would reach a maximum height of approximately 135 feet, measuring a maximum width of 46 feet (from west to east) and a depth of 12 feet (from north to south), with the main sign faces directed toward traffic traveling north and south on I-110. The north- and south-facing sides of the sign would be trapezoidal in shape with the LAFC wing on the top and would each include a portrait-oriented digital display measuring approximately 50 feet tall and 41 feet wide, resulting in a digital display area of approximately 2,050 square feet per sign face.[9] The digital display would wrap around the west face of the sign (directly facing the freeway edge), which would be approximately 50 feet tall and 10 feet 10 inches wide, resulting in an additional digital display area of approximately 542 square feet. This would create a cohesive digital package connecting all three sign faces and provide an opportunity for the City to program the west face during special events to promote messages or symbols of local interest. For example, the west sign face could be used to display images of the American flag or stripes of red, white, and blue to commemorate

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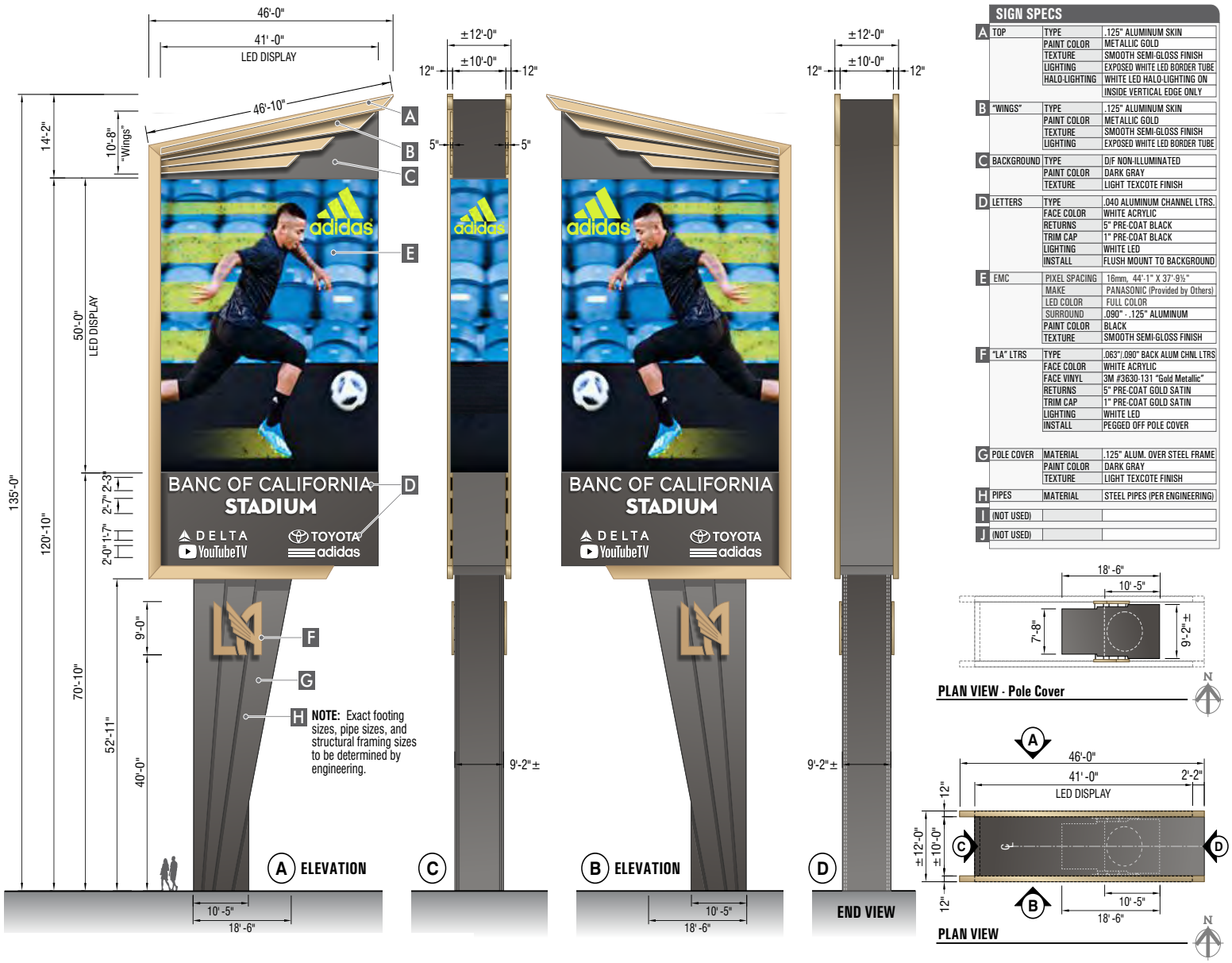
[9] *Sign District Section 4 defines "Sign Area" as the area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices. Sign support structures are excluded from the sign area calculation if neutral in color. To calculate the sign area of the Grand Avenue and 12th Place Signs, each sign face was calculated as provided for in the Sign District, excluding the portion of the sign support structure that includes no signage.*



A	TOP	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
		HALO-LIGHTING	WHITE LED HALO-LIGHTING ON INSIDE VERTICAL EDGE ONLY
B	"WINGS"	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
C	BACKGROUND	TYPE	D/F NON-ILLUMINATED
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
D	LETTERS	TYPE	.040 ALUMINUM CHANNEL LTRS.
		FACE COLOR	WHITE ACRYLIC
		RETURNS	5" PRE-COAT BLACK
		TRIM CAP	1" PRE-COAT BLACK
		LIGHTING	WHITE LED
		INSTALL	FLUSH MOUNT TO BACKGROUND
E	EMC	PIXEL SPACING	16mm, 44'-1" X 37'-9½"
		MAKE	PANASONIC (Provided by Others)
		LED COLOR	FULL COLOR
		SURROUND	.090" - .125" ALUMINUM
		PAINT COLOR	BLACK
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
F	"LA" LTRS	TYPE	.063",.090" BACK ALUM CHNL LTRS
		FACE COLOR	WHITE ACRYLIC
		FACE VINYL	3M #3630-131 "Gold Metallic"
		RETURNS	5" PRE-COAT GOLD SATIN
		TRIM CAP	1" PRE-COAT GOLD SATIN
		LIGHTING	WHITE LED
		INSTALL	PEGGED OFF POLE COVER
G	POLE COVER	MATERIAL	.125" ALUM. OVER STEEL FRAME
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
H	PIPES	MATERIAL	STEEL PIPES (PER ENGINEERING)
I	(NOT USED)		
J	(NOT USED)		

Figure 2

Rendering of Grand Avenue Sign

Source: YESCO & EMI, Electra-Media, Inc., 2018.

July 4th, or to display the Olympic rings when Los Angeles hosts the Olympic Games in 2028. Together, the three digital faces (north, south, and west) would provide a total of approximately 4,642 square feet of digital display area. The Grand Avenue Sign also would include static display elements for stadium and team identification and fixed sponsorship signage. Static display elements would be located on the north and south faces and would include 1,630 square feet of static sign area on each sign face, for a combined total of 3,260 square feet of static sign area. Together, the three sides of the Grand Avenue Sign containing signage would provide approximately 7,902 square feet of sign area (4,642 square feet of digital elements and 3,260 square feet of static elements). The east side of the sign would have an aluminum backing with no signage. The footprint of the sign base would measure approximately 170 square feet.

The Grand Avenue Site is located in Council District 9 in the Southeast Los Angeles Community Plan area and the Council District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project Area. The adopted Southeast Los Angeles Community Plan provides a land use designation of Industrial: Limited Manufacturing for the Grand Avenue Site. The Grand Avenue Site is zoned [T][Q]MR1-1VL. Pursuant to Ordinance No. 166961 applicable to the [T][Q]MR1-1VL zone at the Grand Avenue Site, signage is restricted to identification signs. Flashing signs, animated signs, and off-site signage is prohibited on the Grand Avenue Site. In addition, height in the 1VL Height District is limited to 45 feet.[10] Accordingly, and as discussed further below, LAFC is seeking amendments to the Specific Plan and Sign District that would permit the Grand Avenue Sign and therefore modify the existing zoning limitations on this site.

2. 12th Place Sign

The 12th Place Sign would be located on the 12th Place Site, a rectangular shaped parcel located on a block bounded by 12th Place to the north, Albany Street to the west, Pico Boulevard to the south, and the 110 Freeway to the east. The approximately 0.20-acre (8,874-square-foot) 12th Place Site is currently developed with a one-story commercial building with a surface parking lot. No change to the building or associated land use is proposed in conjunction with the 12th Place Sign. The 12th Place Sign would be located approximately 2.3 miles north of the MLS stadium. Traveling southbound on the 110 Freeway from north of Interstate 10, the 12th Place Sign would be visible when approaching the Adams Boulevard off-ramp, which could be used to access the MLS stadium. Security provisions for the 12th Place Site would include a security gate at the driveway and perimeter fencing around the property, which are currently in place, as well as 8-foot-high fencing around the sign base and potentially bollards as well.

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[10] *See LAMC Section 12.21.3.A.*

The 12th Place Sign would have a design identical to the Grand Avenue Sign, with a rectangular structure (as viewed from above) placed atop the sign's structural support or base, as shown in Figure 3 on page 14. The sign would reach a maximum height of approximately 135 feet, measuring a maximum width of 46 feet (from west to east) and a depth of 12 feet (from north to south), with the main sign faces directed toward traffic traveling north and south on I-110. The north- and south-facing sides of the sign would be trapezoidal in shape with the LAFC wing on the top and would each include a portrait-oriented digital display measuring approximately 50 feet tall and 41 feet wide, resulting in a digital display area of approximately 2,050 square feet per sign face.[11] The digital display would wrap around the west face of the sign (directly facing the freeway edge), which would be approximately 50 feet tall and 10 feet 10 inches wide, resulting in an additional digital display area of approximately 542 square feet. This would create a cohesive digital package connecting all three sign faces and provide an opportunity for the City to program the east face during special events to promote messages or symbols of local interest. For example, the east sign face could be used to display images of the American flag or stripes of red, white, and blue to commemorate July 4th, or to display the Olympic rings when Los Angeles hosts the Olympic Games in 2028. Together, the three digital faces (north, south, and east) would provide a total of approximately 4,642 square feet of digital display area. The 12th Place Sign also would include static display elements for stadium and team identification and fixed sponsorship signage. Static display elements would be located on the north and south faces and would include 1,630 square feet of static sign area on each sign face, for a combined total of 3,260 square feet of static sign area. Together, the three sides of the 12th Place Sign containing signage would provide approximately 7,902 square feet of sign area (4,642 square feet of digital elements and 3,260 square feet of static elements). The west side of the sign would have an aluminum backing with no signage. The footprint of the sign base would measure approximately 170 square feet.

The 12th Place Site is located in Council District 1 in the Westlake Community Plan area and has a land use designation of Industrial: Commercial Manufacturing. The 12th Place Site is zoned CM-1-O. In the CM zone within Height District 1 there is no applicable height limit for the sign as the height limit is based on building floor area.[12] As

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[11] *Sign District Section 4 defines "Sign Area" as the area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices. Sign support structures are excluded from the sign area calculation if neutral in color. To calculate the sign area of the Grand Avenue and 12th Place Signs, each sign face was calculated as provided for in the Sign District, excluding the portion of the sign support structure that includes no signage.*

[12] *See LAMC Section 12.21.1.A: "The total Floor Area contained in all the main Buildings on a Lot in a commercial or industrial zone in Height District No. 1 shall not exceed one-and-one-half times the Buildable Area of the Lot."*

discussed further below, LAFC seeks amendments to the Specific Plan and Sign District to permit the 12th Place Sign.

3. Construction

Both the Grand Avenue Sign and the 12th Place Sign would be fabricated off-site and installed in large structural pieces. The Grand Avenue Sign would include a spread footing approximately 40 feet by 40 feet in size and approximately 16 feet deep. The footing for the 12th Place Sign would be directly buried and would measure approximately 16 feet in diameter and approximately 46 feet deep. (These differences in installation and footing specifications relate to the site constraints, such as soil conditions and proximity to nearby structures, at each individual signage site.) Soil export of up to approximately 1,300 cubic yards would be required, with the excavated materials likely sent to Olinda Landfill in the City of Brea. An auger would be used to drill the holes, which would be reinforced with concrete and rebar. Although the sign footings are not anticipated to reach groundwater, should contact with perched groundwater occur, steel casings or a slurry would be used. As discussed in the analysis below, the Geotechnical Report details the appropriate design criteria for installation of the proposed freeway signs; site-specific soil reports would be prepared to determine final footing engineering, and it is recommended that a Geotechnical Engineer review the final design plans to confirm technical specifications. On-site installation work for each sign is anticipated to take approximately one to two months to complete and is currently planned for 2019.

As previously discussed, in order to accommodate the sign area associated with the proposed freeway signs, the amount of signage allowed on the Expo Park Site would be reduced by approximately 9,284 square feet of digital signage and approximately 6,520 square feet of static signage. This combined 15,804 square feet of previously approved signage would be reallocated to the Grand Avenue Site and the 12th Place Site in the amended Freeway Zone, where the proposed freeway signs would be located. In essence, the Revised Project proposes to relocate signage that was previously proposed, evaluated and approved, but that has not yet been constructed. Accordingly, although site-specific conditions and sign specifications may vary, the construction of 15,804 square feet of signage previously approved for the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum, would instead occur on the Grand Avenue and 12th Place Sites.

C. Discretionary Actions

Approvals by the City of Los Angeles that are required for development of the proposed freeway signs would include, but may not be limited to, the following:

- Amendment of the Specific Plan to provide the land use regulations applicable to the Grand Avenue Site and 12th Place Site to allow development of the proposed freeway signs;
- Director's Review (pursuant to the Specific Plan);
- Amendment of the Sign District to provide the signage regulations applicable to the Grand Avenue Site and 12th Place Site;
- Director's Sign-Off (pursuant to the Sign District)
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to sign permits and excavation permits.

In addition to the discretionary actions that will be requested from the City of Los Angeles acting as lead agency, other discretionary approvals for the freeway signs may include:

- CRA/LA approval of an amendment to the Design for Development established for the Council for the District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project Area, and other approvals as may be required, including without limitation potential consideration and approval of Site Plan Review.

V. Comparative Analysis of Proposed Freeway Signs

The analyses provided below address the environmental issues evaluated in the Certified EIR and Addenda and focus on any potential changes in environmental impacts that could result from the installation and operation of the two proposed freeway signs. Specifically, potential impacts are compared with the analyses and findings within the Certified EIR and Addenda for those impact areas that could be implicated by the installation and operation of the two proposed freeway signs to determine if such impacts are within the envelope of impacts previously documented, including whether new significant impacts would result or whether previously identified significant impacts would be substantially more severe. Furthermore, the analyses only address those environmental issues that could be affected by implementation of the two signs; impacts that are influenced by population or habitable building square footage, for example, are not addressed. Also, several of the analyses focus strictly on construction-related impacts, as operational impacts would be negligible for most issues. As demonstrated in the analyses below, the installation and operation of the two proposed freeway signs would not result in any new significant environmental impacts or a substantial increase in the severity of a significant impact already identified in the Certified EIR or the Addenda. In addition, a revised Mitigation Monitoring Program (MMP) containing all project design features and

mitigation measures applicable to the Revised Project, including applicable mitigation measures from the Certified EIR and Addenda analyses, is included as Appendix A to this Fourth Addendum.

A. Aesthetics

1. Visual Character and Views

(a) Construction

Construction-related visual character and views impacts were not assessed in detail in the Certified EIR. However, the Addenda concluded that impacts with respect to visual character and views during construction would be less than significant. As set forth in the L.A. CEQA Thresholds Guide and within the Certified EIR, visual character and views impacts are based on a number of factors that are used to determine whether a project would substantially alter, degrade, or eliminate the existing visual character of an area. As set forth on pages IV.A-21 and IV.A-22 of the Certified EIR, these factors include the existing aesthetic features that would be removed; open space to be developed; integration of new structures with open spaces; contrast of project features with the area's aesthetic image; the potential for new structures to detract from the existing image of the area; the project's contribution to the area's aesthetic value; and consistency of the project with applicable design guidelines and/or regulations.

Construction activities associated with installation of the two freeway signs would be limited in scope and duration, as described above. Aside from involving new locations within which sign installation would occur, the general nature of construction activities would be similar to those previously evaluated. Both sign locations are within commercial/industrial properties and site activities are largely shielded from public view at ground level due to existing fencing (the signs would become visible once erected). As such, views of construction activities from off-site areas would be screened by the existing fencing surrounding each sign site. Given the temporary nature of construction activities (approximately one to two months), the limited amount of construction equipment needed on-site, and the presence of existing fencing that would limit views of construction activities, short-term construction activities would not substantially or adversely alter or degrade the visual character of the sign locations. As such, installation of the freeway signs would not affect the construction-phase analysis of visual character and views provided in the Addenda. Therefore, impacts would remain less than significant, and no mitigation measures are required.

(b) Operation

The Certified EIR concluded that impacts with respect to visual character and views during operation would be less than significant. Similarly, the Addenda determined operational impacts relative to visual character and views, including impacts related to the addition of signage to the Expo Park Site, would be less than significant. In particular, the First Addendum evaluated the Sign District, recognizing that the signage program would represent an important component of the Modified Project and a strong visual element that would influence the aesthetics of the Expo Park Site. The types and extent of permitted signage, including freeway signs and other dynamic signage, were found to emphasize the Modified Project's event- and entertainment-oriented aspect and help establish a unique visual identity for the Expo Park Site, while being consistent with the well-lit, active pedestrian environment in the surrounding area.

With the addition of the two proposed freeway signs, the Revised Project's overall physical development envelope would not vary substantially from that previously evaluated. In particular, the approved Sign District permits freeway signs and includes one designated Freeway Zone site located east of the 110 Freeway, directly east of the Expo Park Site. In addition, the Sign District allows for up to three additional freeway signs located on up to three other non-contiguous parcels in an expanded Freeway Zone.[13] Accordingly, as discussed above and consistent with the existing allowances in the Sign District, the Sign District would be amended to include the Grand Avenue Site and the 12th Place Site in the Sign District area and set forth regulations for the two proposed freeway signs. As part of the proposed Sign District Amendment, LAFC would remove exterior digital and static signage approved for the Expo Park Site such that with the addition of the freeway signs there would be no increase to the approximately 44,500 square feet of total signage, including the maximum of approximately 18,300 square feet of exterior digital signage that is permitted within the Expo Park Site under the Sign District.

As part of this analysis, simulated photographs showing future conditions (i.e., with the proposed freeway signs) from representative locations were generated. A photo location map is provided in Figure 4 on page 19. Visual simulations of the Grand Avenue Sign as viewed from nearby viewpoints are provided in Figure 5 and Figure 6 on pages 20 and 21; simulations of the 12th Place Sign are provided in Figure 7 and Figure 8 on pages 22 and 23. As shown, the freeway signs would be visually prominent from locations in close proximity but would begin to blend with the surrounding commercial and industrial development with distance. Both signage sites represent highly urbanized areas where large scale freeway signage and other signs are already present. Specifically,

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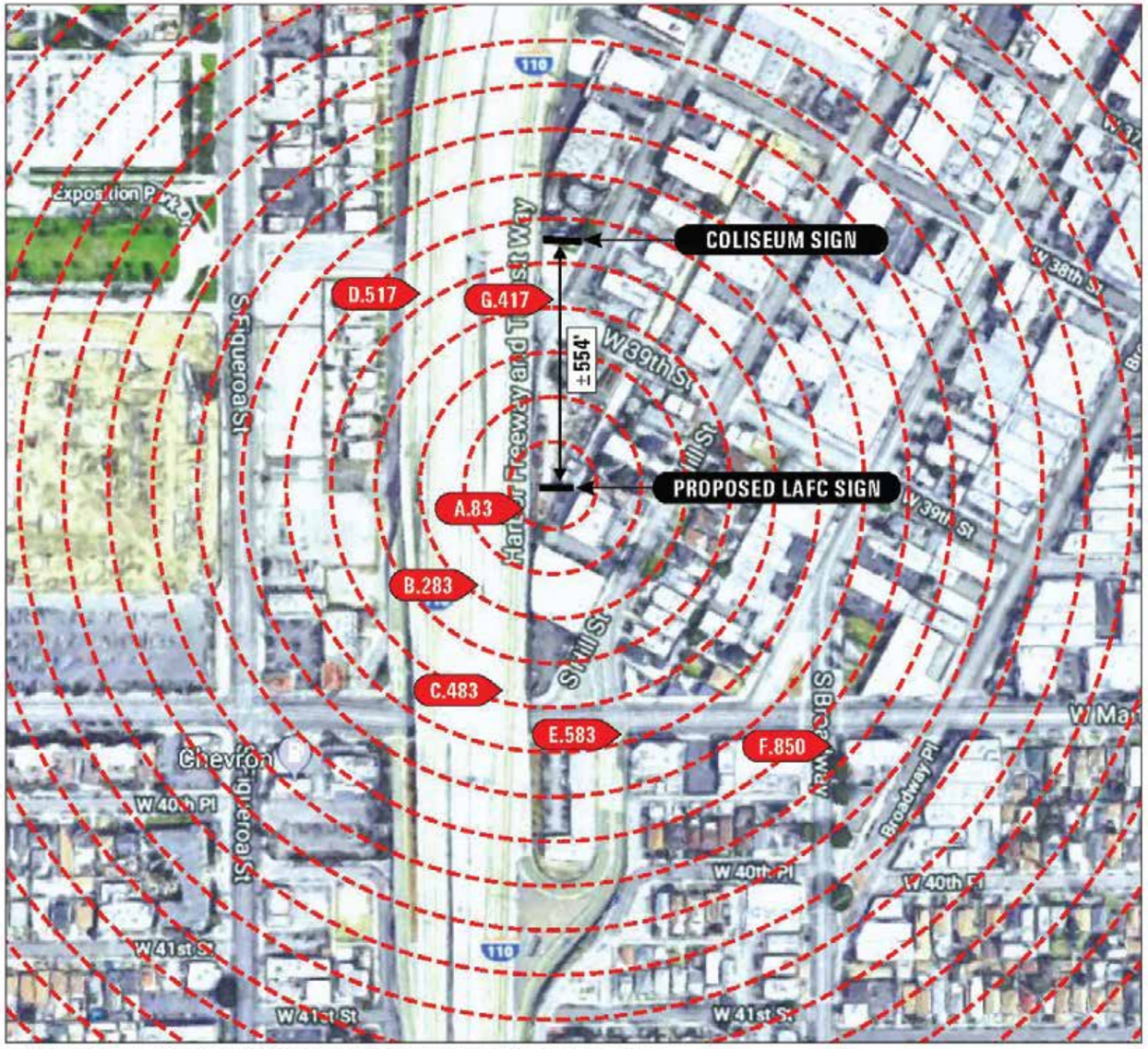
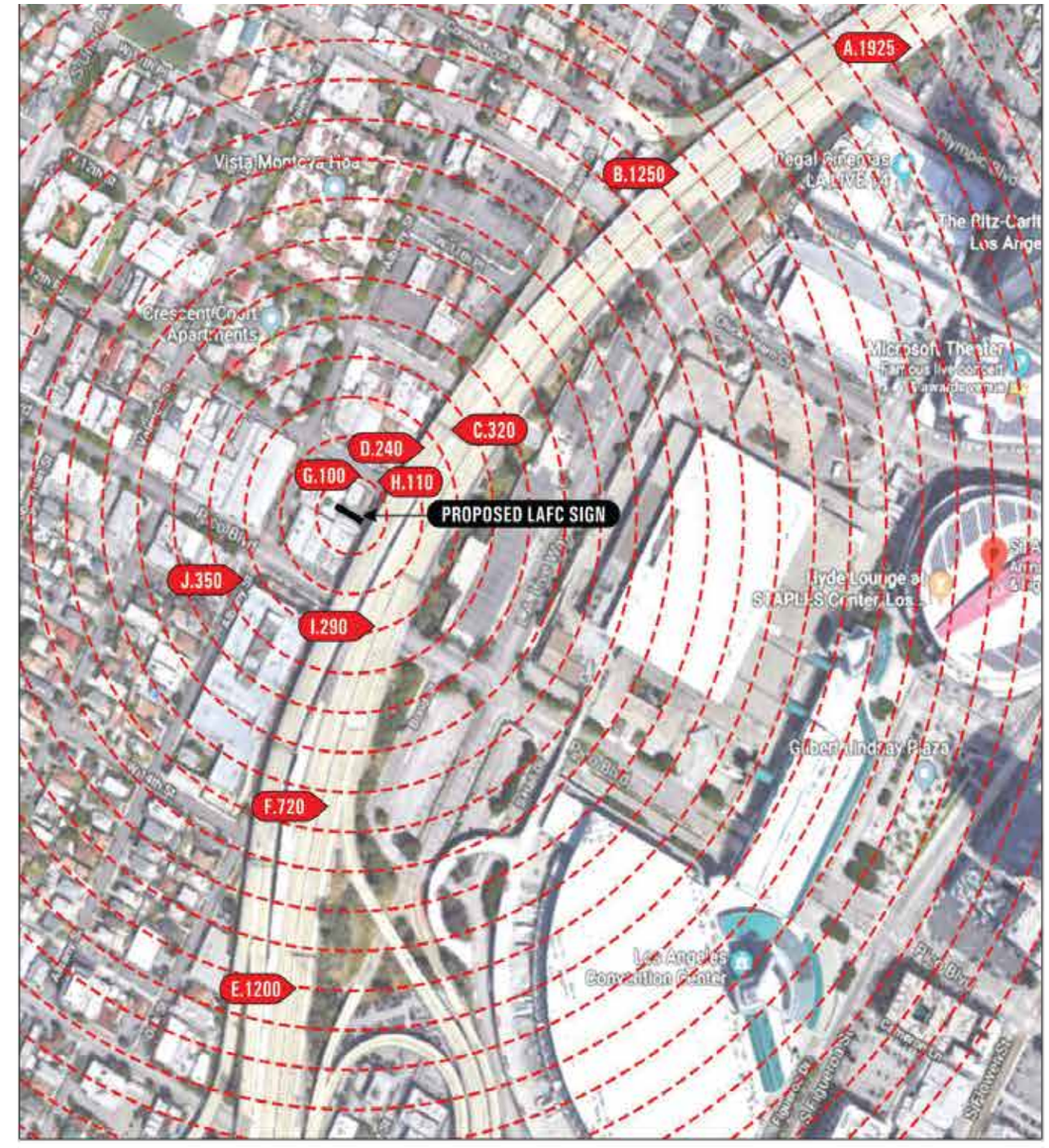
[13] *Coliseum and Soccer Stadium Sign District, Section 8.E.5.*



PLAN VIEW EACH RING REPRESENTS 100' INCREMENTS

Photo Locations For Grand Avenue Sign



EACH RING REPRESENTS 100' INCREMENTS

Photo Locations For 12th Place Sign

Figure 4
Photo Location Maps

Source: YESCO & EMI, Electra-Media, Inc., 2018.

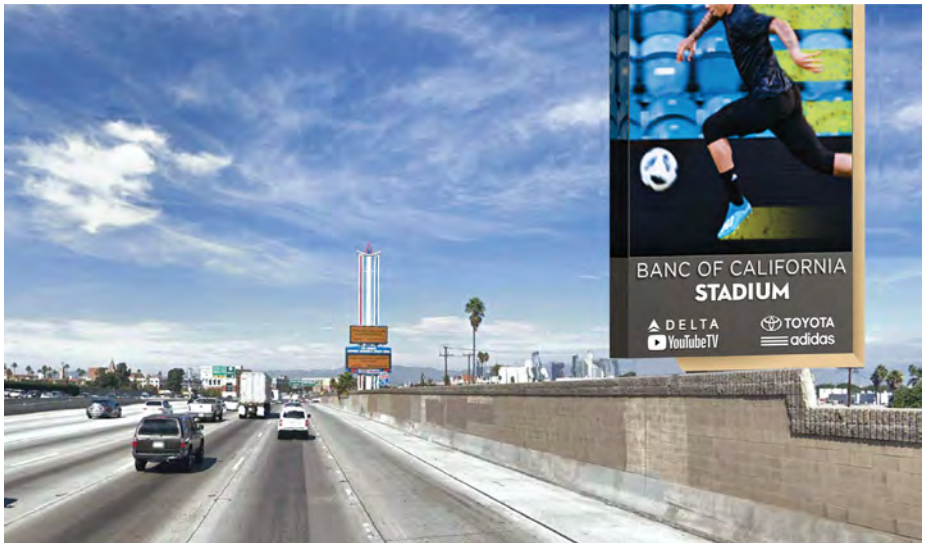


Photo A.83: I-110 Northbound view at 83 feet from Grand Avenue Sign
(approximately 637 feet from Coliseum sign)

Photo B.283: I-110 Northbound view at 283 feet from Grand Avenue Sign
(approximately 837 feet from Coliseum sign)

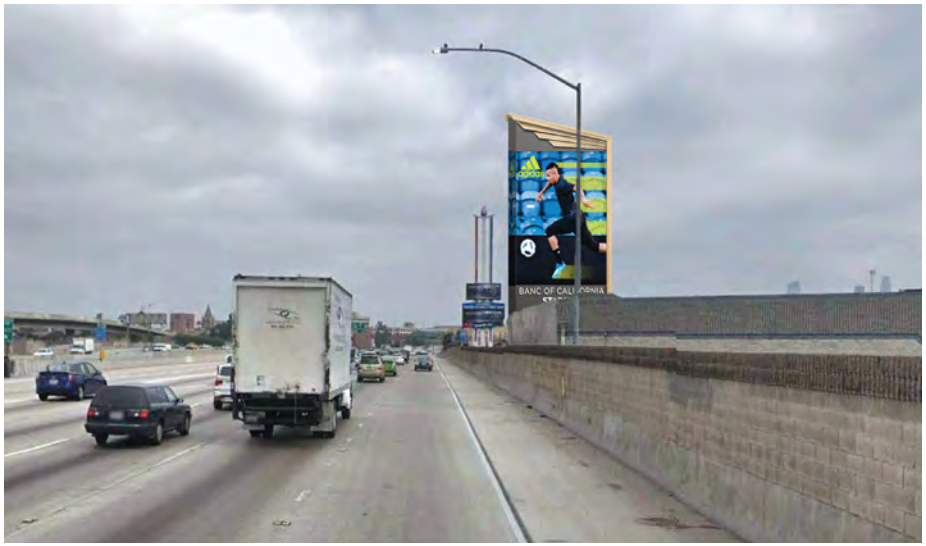


Photo C.483: I-110 Northbound view at 483 feet from Grand Avenue Sign
(approximately 1,037 feet from Coliseum sign)

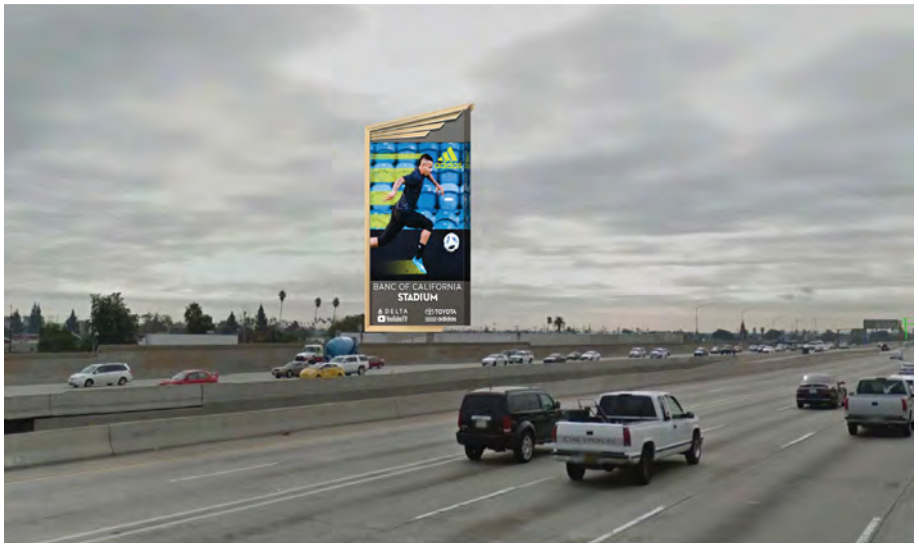


Photo D.517: I-110 Southbound view at 517 feet from Grand Avenue Sign
(approximately 297 feet from Coliseum sign)

Figure 5

Visual Simulations of Grand Avenue Sign

Source: YESCO & EMI, Electra-Media, Inc., 2018.

Photo E.583: Northwesterly view from 351 W. Martin Luther King Jr. Boulevard, located 583 feet from Grand Avenue Sign

Photo F.850: Northwesterly view from 302 W. Martin Luther King Jr. Boulevard, located 850 feet from Grand Avenue Sign

Photo G.417: Southerly view from 3899 S. Grand Avenue, located 417 feet from Grand Avenue Sign

Figure 6

Visual Simulations of Grand Avenue Sign

Source: YESCO & EMI, Electra-Media, Inc., 2018.

Photo A.1925: I-110 Southbound view at 1,925 feet from 12th Place Sign

Photo B.1250: I-110 Southbound view at 1,250 feet from 12th Place Sign

Photo C.320: I-110 Southbound view at 320 feet from 12th Place Sign

Photo D.240: I-110 Southbound view at 240 feet from 12th Place Sign

Figure 7

Visual Simulations of 12th Place Sign

Source: YESCO & EMI, Electra-Media, Inc., 2018.

free-standing sports and entertainment-oriented freeway signage already exists near the Grand Avenue Site and the 12th Place Site. The Grand Avenue Site is located south of the Coliseum sign, as shown in Figure 4 on page 19. In addition, substantial entertainment-oriented signage exists near the 12th Place Site due to the presence of the STAPLES Center and L.A. Live on the east side of the 110 Freeway, as shown in Figure 8 on page 23. Similar to the findings in the First Addendum, the proposed signage would be consistent with the character of a sports and entertainment venue (i.e., a well-lit and active environment with substantial pedestrian activity including nighttime activity), such as that which already exists on-site and within the surrounding area, including at the Coliseum and STAPLES Center. In addition, as discussed below, the proposed signs would not result in significant light or glare impacts. Thus, the freeway signs would not result in significant impacts to the existing visual character of the Project Site or surrounding area.

As it relates to views, visual resources in the general Project area, including within and around the MLS stadium, the Grand Avenue Site, and the 12th Place Site, include the Coliseum and landscaped open space areas within Exposition Park, the Coliseum sign located on the east side of the 110 Freeway, the downtown skyline to the north and east, and the distant San Gabriel Mountains to the north. Figure 5 through Figure 8 on pages 20 through 23 illustrate representative views of the proposed freeway signs in the context of some of the surrounding visual resources. In addition, although the Project area does not include any City- or State-designated scenic highways or view corridors, the segments of the 110 Freeway located adjacent to the Grand Avenue and 12th Place Sites are designated by the City in the applicable Community Plans as a scenic freeway, due to the availability of northbound views of the downtown skyline and the San Gabriel Mountains in the distance.[14]

With respect to the Grand Avenue Sign, as shown in Figure 5 on page 20, northerly views of the Coliseum sign, downtown skyline, and distant mountain ridges from specific vantage points along the 110 Freeway could be minimally affected, but any obstruction would be limited, intermittent, and transitory in nature, and views of these resources would continue to be available to motorists. With respect to the Coliseum sign in particular, view obstruction generally would be limited to locations where the Coliseum sign is barely visible (i.e., distant vantages of over 3,000 feet away) and where existing freeway overpasses already block views of the sign. Views of visual resources within Exposition Park, located west of the 110 Freeway, would not be affected due to the intervening freeway. Similarly, as shown in Figure 7 on page 22, the 12th Place Sign could partially obstruct some views of downtown or the distant mountains from certain limited vantages, but these resources

[14] *City of Los Angeles, Southeast Los Angeles Community Plan, General Plan Land Use Map, August 22, 2013; and Westlake Community Plan, General Plan Land Use Map, February 24, 2015.*

would continue to be visible from numerous locations throughout the surrounding area, including from other vantage points on the 110 Freeway. As such, consistent with the conclusions in the Certified EIR and the Addenda, potential impacts associated with views would be less than significant.

Refer to the analysis of historic resources, below, for further discussion of potential impacts to the Coliseum sign. Also refer to the analysis of land use, below, for discussion of the Revised Project's consistency with applicable regulatory requirements related to visual character.

2. Light and Glare

(a) Construction

Potential impacts associated with construction-related lighting and glare were not assessed in detail in the Certified EIR. The First Addendum and subsequent Addenda concluded that light and glare impacts associated with construction would be less than significant with mitigation. As set forth on page IV.A-22 of the Certified EIR, impacts with respect to light and glare would be significant if a project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area.

Installation of the two freeway signs would be subject to Code Required (CR) Measure G-2, detailed in the adopted MMP (see Appendix A of this Addendum), which restricts exterior construction and demolition activities to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, except as may otherwise be permitted by the Los Angeles Board of Police Commissioners. Thus, construction lighting would be limited to short durations during the winter season—if sign installation occurs during the winter months—and would be temporary. Further, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, the perimeter of the Project Site would continue to be screened by existing fencing, which would limit views of construction activities and associated lighting. Therefore, uses surrounding the Grand Avenue and 12th Place Sites would not be anticipated to be substantially affected by construction light or daytime glare. Thus, with adherence to existing LAMC regulations, light and glare impacts associated with sign installation would be less than significant. As such, the Revised Project would not result in any new significant impacts with respect to construction-related lighting. No additional mitigation measures are required.

(b) Operation

The Certified EIR concluded that impacts with respect to light and glare during operation would be less than significant with mitigation. The First Addendum determined

the Modified Project's operational lighting impacts to be less than significant, although the adopted mitigation measures would still be implemented. As the Modified Project included signage to support stadium operations and the adoption of the Sign District, the First Addendum specifically addressed signage lighting and concluded that illumination impacts associated with signage would be less than significant, and no mitigation measures were required. Daytime glare impacts under the Modified Project were found to be less than significant with incorporation of the adopted mitigation, while nighttime glare impacts, including the signage program, were found to be less than significant.

As set forth in the Certified EIR, impacts with respect to light and glare would be significant if a project would result in a new substantial source of light or glare, which would adversely affect day or nighttime views in the area. In the context of this threshold and based on criteria set forth in the L.A. CEQA Thresholds Guide, as well as applicable LAMC requirements and relevant Sign District regulations, the Revised Project would have a significant impact with regard to artificial light or glare if the proposed freeway signs would result in any of the following:

- The generation of light emissions that produce a light intensity exceeding 3.0 foot-candles (fc) at the property line of a residence or other sensitive receptor.

- The generation of a light intensity exceeding 0.6 fc above ambient illuminance or a brightness after sunset and before sunrise that exceeds 600 candelas per square meter (cd/m^2, also sometimes referred to as nits) when measured for each sign individually at an angle that is within 6 degrees perpendicular to the sign face and from a distance defined by the following formula:

  Measurement Distance (in feet) = $\sqrt{DisplayArea\ x\ 100}$

  where Display Area is the area of the sign display in square feet.

- The creation of new high contrast conditions visible within a field of view from a sensitive receptor.

- The incorporation of substantial amounts of highly reflective building materials or signage (i.e., daytime glare) in areas that are highly visible to off-site glare-sensitive uses.

The proposed freeway signs would not include any highly reflective building materials or signage that might reflect sun light and cause glare. Therefore, impacts with respect to the latter significance threshold would not occur as a result of the Revised Project, and this issue is not addressed further below.

A detailed analysis of the potential light and glare impacts associated with the Revised Project's two freeway signs is provided in the *Lighting Technical Report* (Lighting Report) prepared by Francis Krahe & Associates on August 6, 2018, which is provided in Appendix B of this Addendum. As discussed in detail in the Lighting Report, a computer model was used to evaluate the freeway signs' potential light and glare impacts in accordance with recommended practices established by the Illuminating Engineering Society of North America (IESNA). To analyze potential lighting impacts, both illuminance and glare from the freeway signs were evaluated. As discussed in the Lighting Report, illuminance is defined as the measured amount of illumination that falls on a given area from a light source, and glare (also referred to as contrast) is defined as the magnitude of the sensation that results when an individual views a surface from which light comes to the eye. A summary of these analyses is provided below for each of the two freeway signs proposed under the Revised Project.

(i) Grand Avenue Sign

Light-sensitive land uses in proximity to the Grand Avenue Site were selected for analysis based on their potential to experience an increase in light intensity associated with the proposed sign, proximity to the Grand Avenue Site, and view of the Grand Avenue Site. The following light-sensitive receptors were identified and evaluated in the Lighting Report, as shown in Figure 3 therein:

- **Receptor Site B1:** Receptor B1 is located west of the Grand Avenue Site, to the west of I-110 and on the west side of Flower Street. This receptor represents the nearest residential use to the west.

- **Receptor Site B2:** Receptor B2 is located adjacent to the northern property line of the Grand Avenue Site. This receptor represents the nearest residential use to the north.

- **Receptor Site B3:** Receptor B3 is located near the eastern property line of the Grand Avenue Site, across an alley. This receptor represents the nearest residential use to the east.

Existing light levels (illuminance) were measured at the receptor locations to determine existing lighting conditions in the vicinity of the Grand Avenue Site. The measured illuminance is consistent with urban lighting conditions, with relatively high illuminance at the street and sidewalk within the public right-of-way as well as near I-110, and medium to high illuminance within commercial and industrial properties due to safety and security lighting. The Grand Avenue Site includes commercial uses with exterior security lighting, which contribute to a bright nighttime environment.

The Lighting Report also evaluates existing visual contrast conditions at each receptor site, which describe how bright a visible object appears in comparison to the surrounding objects within any given field of view. Contrast ratios are classified as high (greater than 30:1, which are generally uncomfortable for the human eye to perceive and indicate a potential glare condition); medium (between 10:1 and 30:1, which will not introduce a new source of glare); and low (under 10:1, which also will not introduce a new source of glare). Contrast ratios less than 3:1 are not visible and are considered to be uniform brightness. Within views of the Grand Avenue Site from the receptor sites, the measured light output (luminance) includes prominent, high brightness light sources and illuminated surfaces, such as street lights, illuminated signs, and flood lighted buildings, as well as lower brightness surfaces such as sidewalks, parking lots, and unilluminated walls or landscape areas. At all three receptor sites, the contrast ratio based on existing measured luminance is considered low, with ratios ranging from 2.7 to 5.3.

Illuminance/Light Trespass

The potential brightness of the Grand Avenue Sign at full power in an all-white setting would be 7,500 cd/m^2. The Grand Avenue Sign would be limited to 6,750 cd/m^2 during the daytime. In accordance with proposed Project Design Feature (PDF) A-7 (set forth below and incorporated into the MMP provided in Appendix A of this Addendum), at night, the sign would be limited to a maximum of 600 cd/m^2, consistent with Sign District requirements. The sign also would comply with applicable California Energy Code (Title 24, Part 6) standards, such as Section 130.3, which requires a minimum 65 percent dimming at night for sign lighting.

Table 8 of the Lighting Report summarizes the results of the illuminance calculations and identifies the maximum, minimum, and average illuminance light trespass resulting from the Grand Site Sign. As detailed therein, the maximum illuminance would be 0.31 fc at Receptor B1, 1.94 fc at Receptor B2, and 1.81 fc at Receptor B3. Thus, the Grand Avenue Sign's illuminance would fall below the LAMC significance threshold of 3.0 fc for signs at all three receptors. In addition, more distant properties would experience substantially less light from the freeway sign due to the increased distance and intervening development, trees, and landscaping. Therefore, light trespass impacts relative to LAMC requirements would be less than significant.

The Grand Avenue Sign also was analyzed for consistency with the Sign District's requirement that signs not generate light intensity exceeding 0.6 fc above ambient illuminance or a brightness after sunset and before sunrise that exceeds 600 cd/m^2 when measured for each sign individually at an angle that is within 6 degrees perpendicular to the sign face and from a distance defined by the following formula:

Measurement Distance (in feet) = $\sqrt{DisplayArea\ x\ 100}$

where Display Area is the area of the sign display in square feet.

Consistency with the Sign District was analyzed using two methods of calculations: (1) inverse square law calculations; and (2) computer model illuminance calculations. Based on the first method and assuming a maximum sign luminance or brightness of 600 cd/m^2 (per Sign District requirements), the calculated illuminance for each sign face would be 0.56 fc, which would fall below the Sign District maximum of 0.6 fc. Based on the second method, the calculated illuminance would be 0.29 fc for the north and south sign faces and 0.54 fc for the west sign face, all of which would fall below the Sign District maximum of 0.6 fc. Accordingly, the Grand Avenue Sign would comply with the Sign District threshold, and light trespass impacts with respect to Sign District requirements would be less than significant.

Therefore, light trespass impacts for the Grand Avenue Sign would be less than significant under the applicable LAMC and Sign District requirements.

Glare

The potential for glare is determined by the calculated contrast ratio, which is measured as a comparison of the Grand Avenue Sign's maximum light output (luminance) of 600 cd/m^2 (per PDF A-7) with the average luminance within the surrounding field of view. As detailed in the Lighting Report, the calculated contrast ratio would be 0.8 at Receptor B1, 3.0 at Receptor B2, and 0.9 at Receptor B3, all of which would represent low contrast conditions. Therefore, the Grand Avenue Sign would have a less than significant glare impact.

(ii) 12th Place Sign

Light-sensitive land uses in proximity to the 12th Place Site were similarly selected for analysis based on their potential to experience an increase in light intensity associated with the proposed sign, proximity to the 12th Place Site, and view of the 12th Place Site. The following light-sensitive receptors were identified and evaluated in the Lighting Report, as shown in Figure 2 therein:

- **Receptor Site A1:** Receptor A1 is located at the northwest corner of Albany Street and 12th Place. This receptor is located at the nearest point of a residential development within that city block.

- **Receptor Site A2:** Receptor A2 is located on the north side of 12th Place, across the street from the 12th Place Site. This receptor represents the nearest residential use.

- **Receptor Site A3:** Receptor A3 is located northwest of the 12th Place Sign, at the northwest corner of Albany Street and West 12th Street. This receptor is located at the nearest point of a residential development within that city block.

- **Receptor Site A4:** Receptor A4 is located on the west side of Albany Street, south of Pico Boulevard. Located southwest of the 12th Place Sign, this receptor represents the nearest residential uses to the southwest.

Similar to area surrounding the Grand Avenue Site, the measured illuminance around the 12th Place Site is consistent with urban lighting conditions, with higher illuminance near I-110 and the adjacent industrial buildings and the lowest levels near residential properties to the west and southwest. The 12th Place Site is surrounded by City street lights, exterior security lighting, and parking lot light fixtures, which contribute to a bright night environment.

Existing visual contrast conditions in the vicinity of the 12th Place Site were calculated based on the measured average and maximum luminance levels at each receptor site. As previously indicated, low contrast is defined as a ratio under 10:1, which also will introduce a new source of glare, while contrast ratios less than 3:1 are not visible and are considered to be uniform brightness. At all four receptor sites, the contrast ratio is considered low, with ratios ranging from 2.8 to 6.5.

Illuminance/Light Trespass

The potential brightness of the 12th Place Sign at full power in an all-white setting would be 7,500 cd/m^2. The 12th Place Sign would be limited to 6,750 cd/m^2 during the daytime. In accordance with proposed PDF A-8 (set forth below and incorporated into the MMP provided in Appendix A of this Addendum), at night, the sign's north and east faces would be limited to 450 cd/m^2 and the south face would be limited to 600 cd/m^2, consistent with Sign District requirements. The sign also would comply with applicable California Energy Code (Title 24, Part 6) standards, such as Section 130.3, which requires a minimum 65 percent dimming at night for sign lighting.

Table 6 of the Lighting Report summarizes the results of the illuminance calculations and identifies the maximum, minimum, and average illuminance light trespass resulting from the 12th Place Sign. As detailed therein, the maximum illuminance would be 0.38 fc at Receptor A1, 2.98 fc at Receptor A2 (closest to the 12th Place Sign), 0.12 fc at Receptor A3, and 0.12 fc at Receptor A4. Thus, the 12th Place Sign's illuminance would fall below

the LAMC significance threshold of 3.0 fc for signs at all four receptors. In addition, more distant properties would experience substantially less light from the freeway sign due to the increased distance and intervening development, trees, and landscaping. Therefore, light trespass impacts relative to LAMC requirements would be less than significant.

The 12th Place Sign also was analyzed for consistency with the Sign District's requirement that signs not generate light intensity exceeding 0.6 fc above ambient illuminance or a brightness after sunset and before sunrise that exceeds 600 cd/m^2 when measured for each sign individually at an angle that is within 6 degrees perpendicular to the sign face and from a distance defined by the following formula:

Measurement Distance (in feet) = $\sqrt{DisplayArea\ x\ 100}$

where Display Area is the area of the sign display in square feet.

Consistency with the Sign District was analyzed using two methods of calculations: (1) inverse square law calculations; and (2) computer model illuminance calculations. Based on the first method, the calculated illuminance for the north and east sign faces would be 0.42 fc, while the south sign face would be 0.56 fc, all of which would fall below the Sign District maximum of 0.6 fc. Based on the second method, the calculated illuminance would be 0.22 for the north face, 0.29 for the south face, and 0.41 for the east face, all of which would fall below the Sign District maximum of 0.6 fc. Accordingly, the 12th Place Sign would comply with the Sign District threshold, and light trespass impacts with respect to Sign District requirements would be less than significant.

Therefore, light trespass impacts for the 12th Place Sign would be less than significant under the applicable LAMC and Sign District requirements.

Glare

The potential for glare is determined by the calculated contrast ratio, which is measured as a comparison of the maximum light output (luminance) of each side of the 12th Place Sign with the average luminance within the surrounding field of view. As detailed in PDF A-8, the sign's north and east faces would be limited to 450 cd/m^2 and the south face would be limited to 600 cd/m^2. Based on the analysis in the Lighting Report, the calculated contrast ratio would be 0.5 at Receptor A1, 0.4 at Receptor A2, 0.9 at Receptor A3, and 0.7 at Receptor A4, all of which would represent low contrast conditions. Therefore, the 12th Place Sign would have a less than significant glare impact.

(iii) Light and Glare Conclusion

Based on the analysis in the Lighting Report, the Revised Project would not result in any new significant impacts with respect to operational light or glare. No additional mitigation measures are required.

3. Shading

Potential impacts associated with shading were not assessed in detail in the Certified EIR. However, the Addenda concluded that impacts with respect to shading would be less than significant. As set forth in the L.A. CEQA Thresholds Guide, a project would have a significant shading impact if off-site shadow-sensitive uses would be shaded by project-related development for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).[15]

(a) Grand Avenue Sign

Shadow-sensitive uses in proximity to the Grand Avenue Site include multi-family residential uses to the immediate north, multi-family residential uses further north across 39th Avenue, and single- and multi-family residential uses to the east across an alley, as well as further to the east. The 110 Freeway essentially forms the western boundary of the Grand Avenue Site and serves as a buffer for land uses to the west.

As described above, the Grand Avenue Sign would reach a maximum height of approximately 135 feet, with a maximum width of 46 feet (from west to east) and a depth of 12 feet (from north to south). Shadow drawings showing representative shadows cast by the Grand Avenue Sign during the Summer Solstice, Winter Solstice, and Spring/Fall Equinoxes are presented in Figure 9 through Figure 11 on pages 33 through 35. Given the slender profile of the sign, shadows would transition quickly across neighboring properties throughout the course of the day. Specifically, as shown in Figure 9, summer shadows would not affect any shade-sensitive property or use until approximately 2:00 P.M.; accordingly, shading for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. would not occur. As shown in Figure 10 on page 34, during winter portions of the residential property to the immediate north would be affected by shadows from just before

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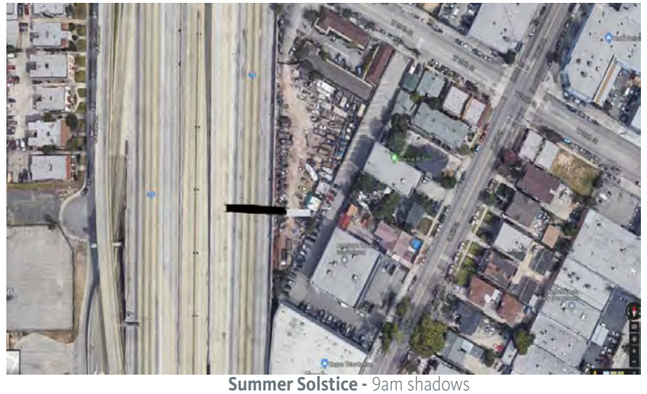
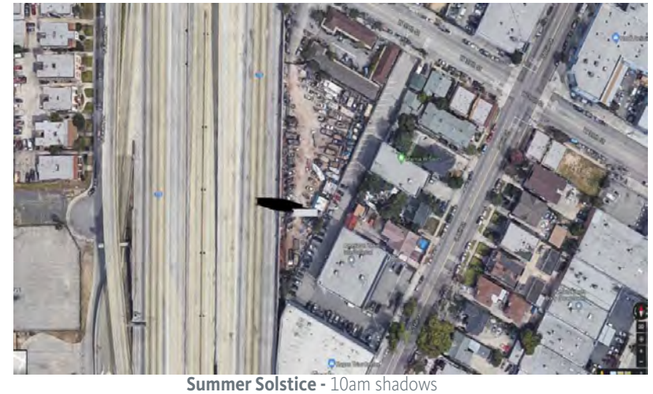
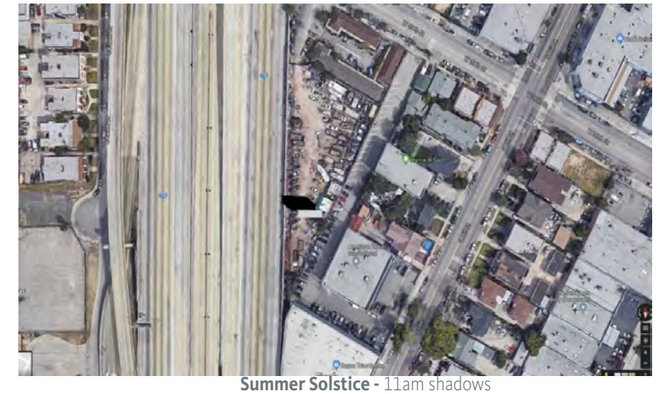
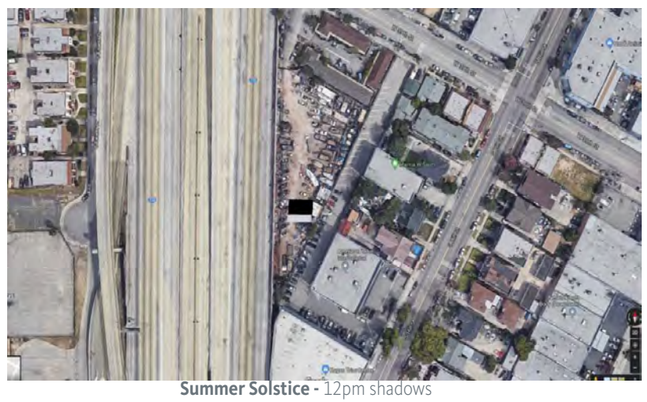
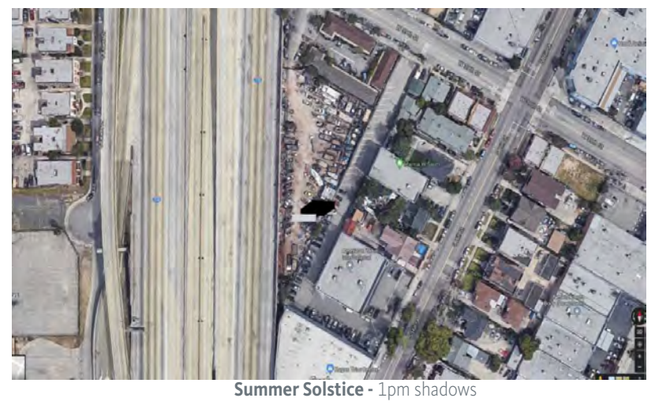
[15] *Shade-sensitive uses under the L.A. CEQA Thresholds Guide include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors.*

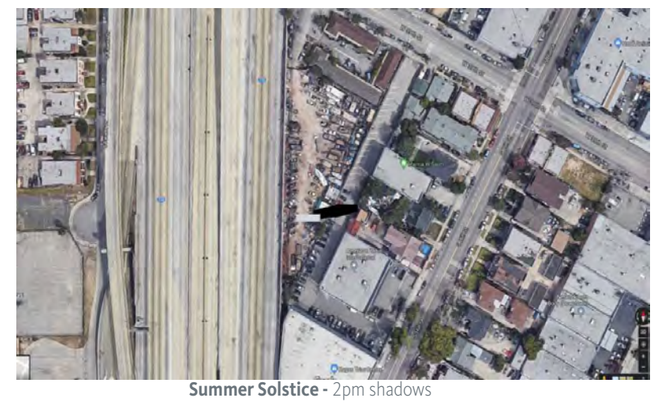

Summer Solstice - 9am shadows

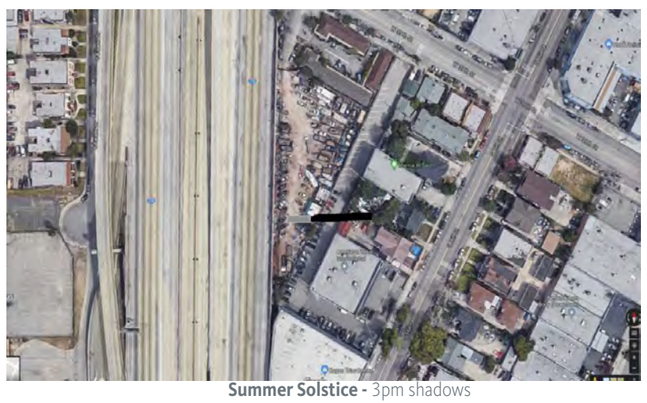

Summer Solstice - 10am shadows

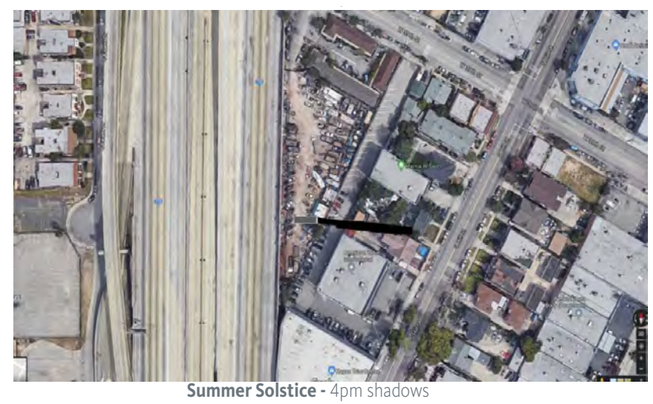

Summer Solstice - 11am shadows


Summer Solstice - 12pm shadows


Summer Solstice - 1pm shadows


Summer Solstice - 2pm shadows


Summer Solstice - 3pm shadows


Summer Solstice - 4pm shadows

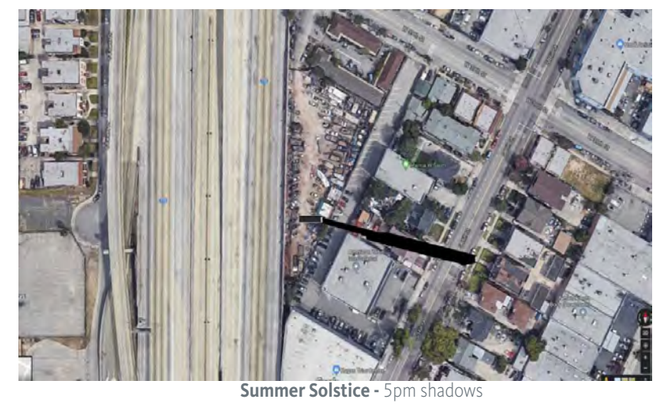
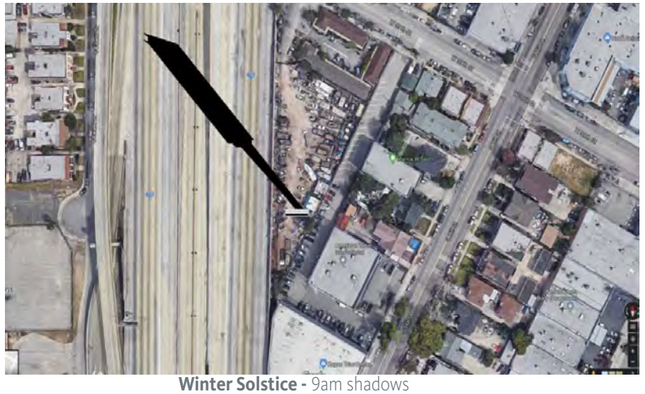
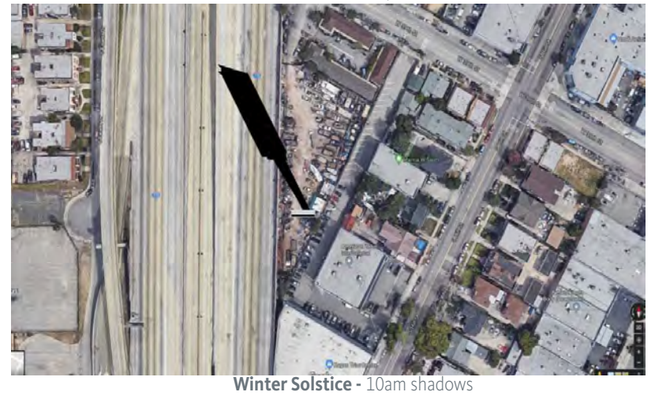

Summer Solstice - 5pm shadows

Figure 9
Grand Avenue Sign—Summer Solstice Shadows

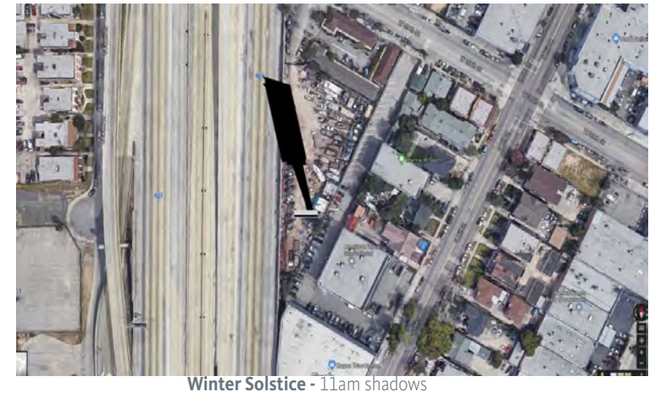
Source: Gensler, 2018.



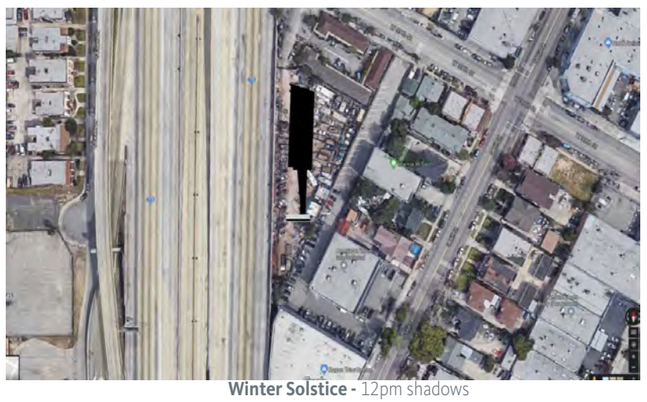
Winter Solstice - 9am shadows



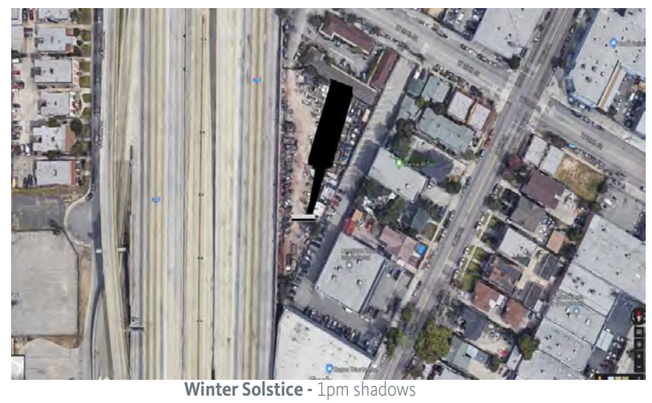
Winter Solstice - 10am shadows



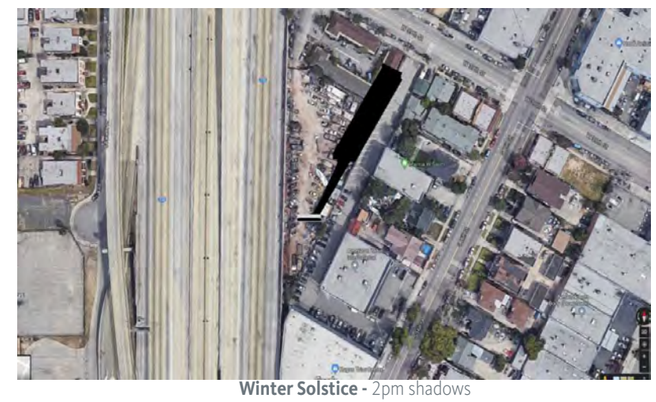
Winter Solstice - 11am shadows



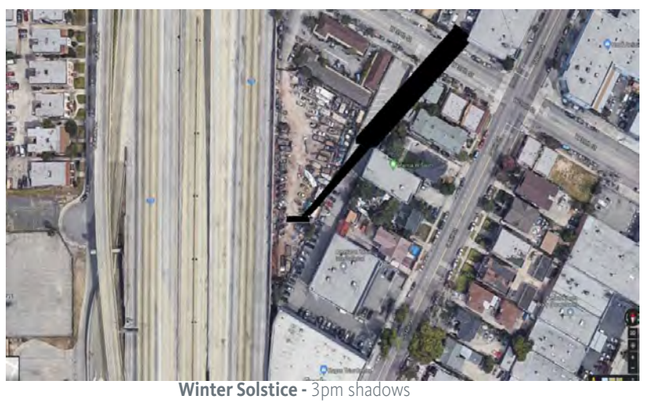
Winter Solstice - 12pm shadows



Winter Solstice - 1pm shadows



Winter Solstice - 2pm shadows

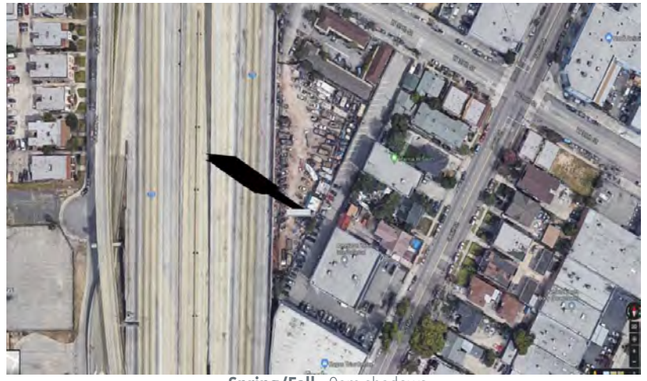


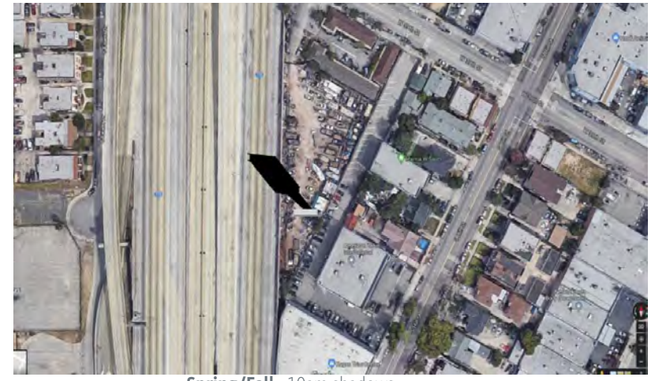
Winter Solstice - 3pm shadows

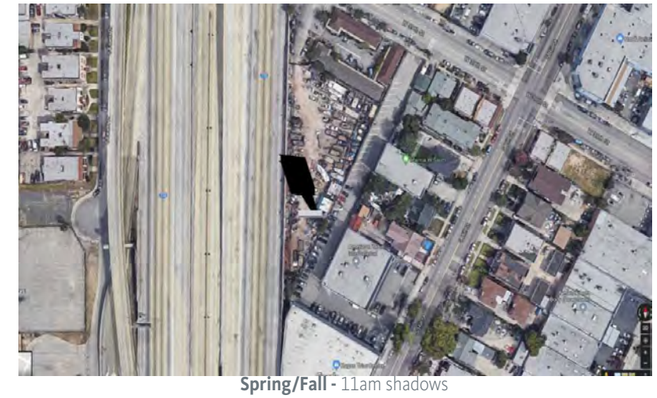
Figure 10

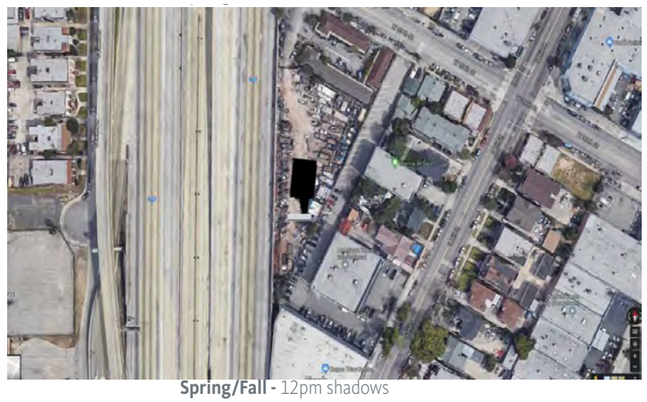
Grand Avenue Sign—Winter Solstice Shadows

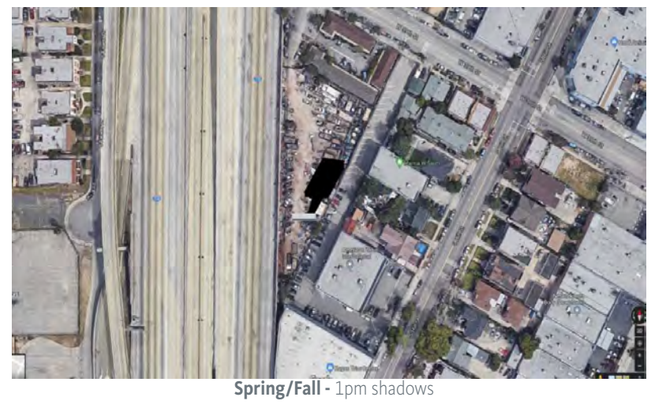
Source: Gensler, 2018.

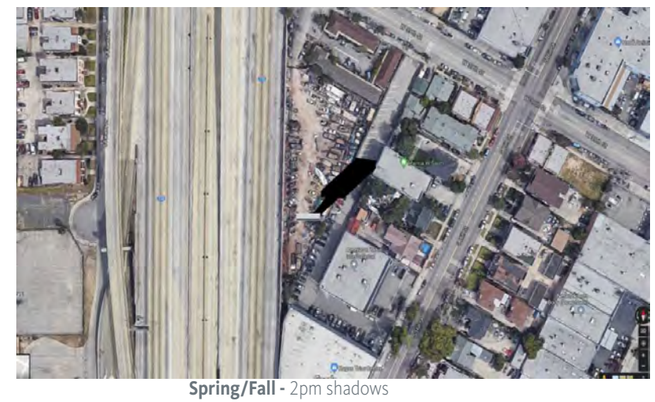

Spring/Fall - 9am shadows

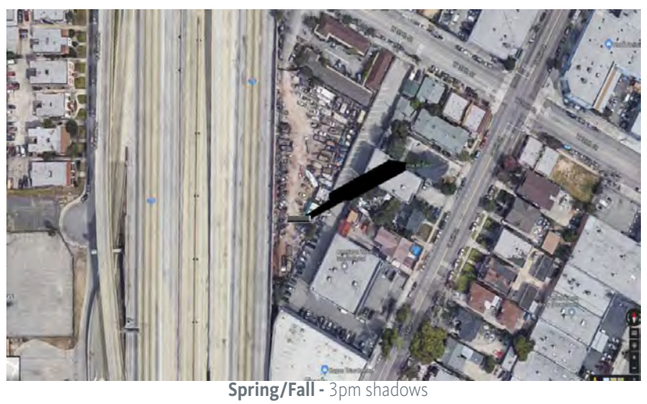

Spring/Fall - 10am shadows

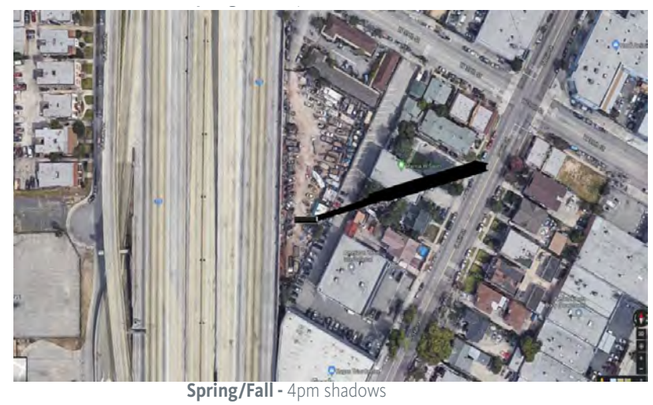

Spring/Fall - 11am shadows


Spring/Fall - 12pm shadows


Spring/Fall - 1pm shadows


Spring/Fall - 2pm shadows


Spring/Fall - 3pm shadows


Spring/Fall - 4pm shadows

Spring/Fall - 5pm shadows

Figure 11
Grand Avenue Sign—Spring/Fall Equinox Shadows

Source: Gensler, 2018.

1:00 P.M. to sometime between 2:00 and 3:00 P.M.; therefore, shading for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. would not occur. Finally, as shown in Figure 11 on page 35, spring and fall shadows would begin to affect residences to the east at approximately 2:00 P.M.; however, shading for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. would not occur. Accordingly, the Grand Avenue Sign is not anticipated to shade off-site shadow-sensitive uses in excess of the thresholds during any time of the year. As such, potential shading impacts would be less than significant, and no mitigation measures are required.

(b) 12th Place Sign

The 12th Place Site is nearly entirely surrounded by commercial and light industrial uses. Nearby shadow-sensitive uses include a small residential community one block to the northwest, and a series of small residential buildings within a commercial manufacturing (CM) zone to the immediate north across 12th Place. The 110 Freeway essentially forms the eastern boundary of the 12th Place Site and serves as a buffer for land uses to the east.

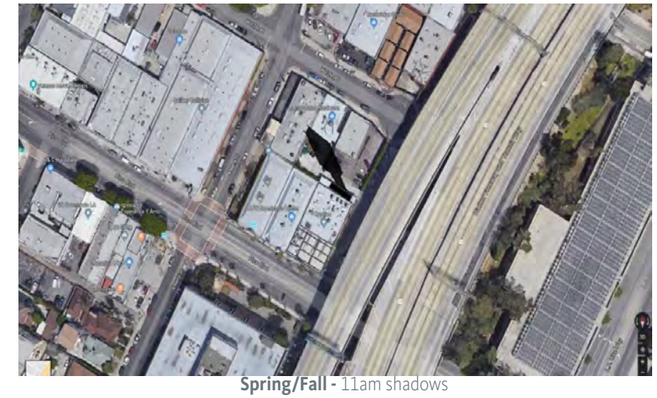
As previously described, the 12th Place Sign would reach a maximum height of approximately 135 feet, with a maximum width of 46 feet (from west to east) and a depth of 12 feet (from north to south). Shadow drawings showing representative shadows cast by the 12th Place Sign during the Summer Solstice, Winter Solstice, and Spring/Fall Equinoxes are presented in Figure 12 through Figure 14 on pages 37 through 39. Given the slender profile of the sign, shadows would transition quickly across neighboring properties throughout the course of the day. Specifically, as shown in Figure 12, summer shadows would not affect any shade-sensitive property or use at any time between the hours of 9:00 A.M. and 5:00 P.M. As shown in Figure 13 on page 38, winter shadows would affect the residential uses to the immediate north from between 12:00 and 1:00 P.M. to between 2:00 and 3:00 P.M.; therefore, shading for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. would not occur. Finally, as shown in Figure 14, spring and fall shadows would not affect any shade-sensitive property or use at any time between the hours of 9:00 A.M. and 5:00 P.M. Accordingly, the 12th Place Sign is not anticipated to shade off-site shadow-sensitive uses in excess of the thresholds during any time of the year. As such, potential shading impacts would be less than significant, and no mitigation measures are required.

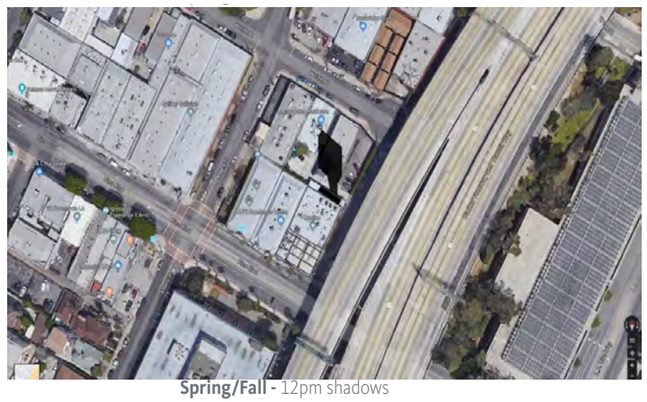
4. Aesthetics Conclusion

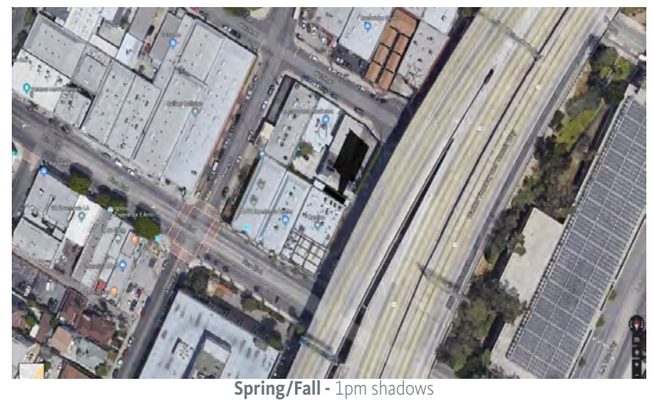
Based on the analysis above, through the implementation of project design features and mitigation measures identified in the adopted MMP, the Revised Project would not result in any new significant impacts with respect to aesthetics and would not substantially

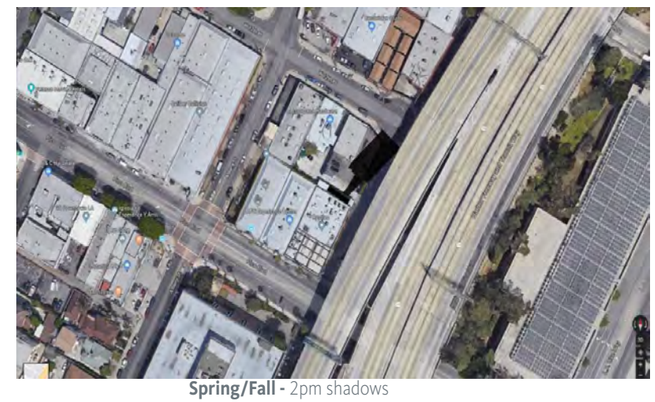
Spring/Fall - 9am shadows

Spring/Fall - 10am shadows


Spring/Fall - 11am shadows


Spring/Fall - 12pm shadows


Spring/Fall - 1pm shadows


Spring/Fall - 2pm shadows

Spring/Fall - 3pm shadows

Spring/Fall - 4pm shadows

Spring/Fall - 5pm shadows

Figure 14
12th Place Sign—Spring/Fall Equinox Shadows

Source: Gensler, 2018.

increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

5. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project. In addition, the Revised Project would implement the following project design features, which are included in the revised MMP provided in Appendix A of this Addendum:

Project Design Feature A-7: The illuminance of each sign face of the Grand Avenue Sign shall be limited to 600 cd/m^2 during nighttime hours, defined as between sunset and sunrise.

Project Design Feature A-8: During nighttime hours, defined as between sunset and sunrise, the illuminance of the 12th Place Sign's north and east faces shall be limited to 450 cd/m^2, while the south face shall be limited to 600 cd/m^2.

B. Air Quality (Construction)

The Certified EIR and First and Second Addenda concluded that air quality impacts associated with construction would be significant and unavoidable for regional emissions of nitrogen oxides (NO_X) and reactive organic compounds (ROG)/volatile organic compounds (VOC) but less than significant for localized emissions of all pollutants.[16] Of note, the First Addendum determined that regional construction emissions under the Modified Project would be less than those of the Original Project for most pollutants, although the significance of air quality impacts would remain unchanged.

Installation of the proposed freeway signs would involve minimal construction activity over the course of one to two months, as the signs would be fabricated off-site and installed in large structural pieces. Excavation would be limited to approximately 950 cubic yards for the Grand Avenue Sign and 350 cubic yards for the 12th Place Sign, with the excavated materials likely sent to Olinda Landfill in the City of Brea. An auger would be used to drill the holes, which would be reinforced with concrete and rebar. Installation would require only a few construction workers on-site, thus limiting the number of

[16] *Note the SCAQMD significance threshold is expressed in terms of VOC, and CalEEMod calculates ROG emissions. VOC and ROG are used interchangeably for purposes of this analysis since ROG represents approximately 99.9 percent of VOC emissions.*

construction worker trips to and from the sites. Similarly, delivery truck trips would be minimal since sign fabrication would occur off-site. Based on the anticipated excavation quantities, a combined total of fewer than 100 haul truck trips would be necessary from the two sites. Such limited construction activity dispersed over two distinct sites would have a negligible effect on the broader emissions previously evaluated.

Moreover, as discussed earlier, a total of 15,804 square feet of signage previously approved for the Expo Park Site would be reallocated to the Grand Avenue and 12th Place Sites in the amended Freeway Zone. In essence, the Revised Project proposes the relocation of some of the signage that was previously proposed, evaluated and approved, but that has not yet been constructed. Accordingly, although site-specific conditions and sign specifications may vary, the construction of 15,804 square feet of signage previously approved for the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum, would instead occur on the Grand Avenue and 12th Place Sites. In other words, the construction impacts associated with this signage relating to air quality have been previously considered in connection with evaluation of the Modified Project as a whole. To this end, the air quality analyses provided in the Certified EIR and the Addenda were based on conservative assumptions (e.g., all equipment operating simultaneously) to account for minor changes such as the current proposal. In addition, construction activities associated with the currently proposed freeway signs would occur outside of the peak construction periods that were analyzed in the Certified EIR and the Addenda and against which air quality impacts were previously assessed.

Further, given that construction impacts are based on peak daily emissions associated with the peak level of construction activity, it is acknowledged that the peak construction activity related to installation of the proposed freeway signs would be substantially less than the peak activity level associated with construction of the MLS stadium. Additionally, these construction activities and in particular the related trips would occur in 2019, well after completion of the MLS stadium (which has been in operation since April 2018), and thus would not combine with other stadium construction impacts to produce peak construction emissions beyond those previously evaluated. Moreover, the Revised Project would still implement the same project design features and mitigation measures set forth in the adopted MMP (as applicable), thus controlling exhaust emissions from on-site heavy-duty construction equipment, encouraging contractors to apply for Southern California Air Quality Management District (SCAQMD) Surplus Off-Road Opt-In for NO_X (SOON) funds, and complying with SCAQMD Rule 403 regarding fugitive dust control.

As such, construction impacts associated with the proposed freeway signs are anticipated to be less than those previously evaluated. Therefore, the proposed freeway signs would not result in any new significant construction-related impacts with respect to air

quality, nor would they substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project.

C. Biological Resources

The Certified EIR and the First Addendum concluded that no impacts to biological resources would occur.

Both the Grand Avenue Site and the 12th Place Site are located within developed properties located within highly urbanized areas that do not provide native or natural habitats and do not support any candidate, sensitive, or special status species. In addition, there are no locally designated natural communities, federally protected wetlands, riparian habitats, wildlife corridors, or native wildlife nursery sites in the vicinity. Furthermore, the 12th Place Site is completely devoid of vegetation, while landscaping within the Grand Avenue Site is limited to a few isolated trees, including three *Washingtonia* palms, and shrubs. Although unlikely, the Grand Avenue Site *Washingtonia* palms could potentially provide nesting sites for migratory birds. In the event any of the palms require removal or would otherwise be affected by installation of the Grand Avenue Sign, construction activities would be required to comply with the Migratory Bird Treaty Act and the California Department of Fish and Game Code. Specifically, in accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–August 15), to the extent feasible. If vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 200-foot buffer radius (500 feet for raptors) would be established until the fledglings have left the nest. Through compliance with this regulatory requirement, potential impacts to nesting birds would be less than significant.

Thus, installation and operation of the proposed freeway signs would not affect these types of resources or conflict with any adopted habitat conservation plans. As such, consistent with the conclusions in the Certified EIR and the First Addendum, no impact with respect to sensitive species, sensitive habitats, wildlife movement corridors, or habitat conservation plans would occur, and no mitigation measures are required. Similarly, impacts related to potential conflicts with local policies or ordinances protecting biological resources, including the City of Los Angeles Protected Tree Ordinance and City of

Los Angeles Street Tree Division requirements, would be less than significant, and no mitigation measures are required.

Based on this analysis, the Revised Project would not result in any new significant impacts with respect to biological resources and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

D. Cultural Resources

1. Archaeological and Paleontological Resources

Potential impacts to archaeological and paleontological resources were not assessed in detail in the Certified EIR. However, the First Addendum found the Modified Project's impacts with respect to archaeological and paleontological resources to be less than significant.

Both the Grand Avenue Site and the 12th Place Site are located within developed properties that have been subject to disturbance and excavation in the past. Any archaeological and/or paleontological resources that may have existed near the surface of the sites are likely to have been disturbed and/or previously removed. However, the footing for the Grand Avenue Sign would extend to a depth of approximately 16 feet, while the 12th Place Sign footing would extend to a depth of approximately 46 feet. As such, excavation into native Alluvium soils would occur. Accordingly, although unlikely, the potential exists for previously undiscovered archeological and/or paleontological resources to be encountered during installation of the proposed freeway signs.

As with construction of the MLS Stadium, if any potential archaeological resource is discovered during sign installation, work in the area would cease and deposits would be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code (PRC) Section 21083.2. Any discovery of human remains would be treated in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. Therefore, through regulatory compliance, impacts with respect to archaeological resources would be less than significant, and no mitigation measures are required.

To address the potential discovery of a paleontological resource during excavation, in accordance with Project Design Feature E-1, a qualified paleontologist would perform periodic inspections where excavations into older Quaternary Alluvium may occur. As evaluated in the First Addendum, impacts with respect to paleontological resources would be less than significant with the implementation of Project Design Feature E-1.

Based on the analysis above, construction of the Revised Project would not result in any new significant impacts with respect to archaeological and paleontological resources and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

2. Historic Resources

The Certified EIR and the First Addendum concluded that impacts with respect to historic resources would be significant and unavoidable even with implementation of mitigation. Such impacts were related to the demolition of the Los Angeles Memorial Sports Arena, which was found eligible for the California Register of Historical Resources under Criteria 1 (PRC Section 5024.1; Title 14 CCR, Section 44852) for its association with events that have made a significant contribution to Los Angeles history. In addition, the First Addendum evaluated the potential for the Modified Project to affect the integrity of several nearby historic resources within Exposition Park and found such impacts to be less than significant.

The following analysis is based on the *Historic Resources Investigation: Los Angeles Football Stadium Freeway Sign* (Historic Memo) prepared by Historic Resources Group on August 2, 2018, which is provided in Appendix C of this Addendum.

The analysis of impacts to historic resources primarily focuses on direct impacts, which are effects that would result in a “substantial adverse change” to a historic resource. CEQA Guidelines Section 15064.5(b) defines a substantial adverse change as the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The significance of a historic resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its historical significance and that justify its inclusion in, or eligibility for, historic listing.

In addition, the analysis of historic resources also reviews indirect impacts to historic resources, which address the alteration of the setting of a historic resource, the interruption or alteration of historic spatial relationships, or the obstruction of important views. However, an alteration of existing conditions (whether the physical setting, spatial relationships, or views) does not necessarily constitute a significant indirect impact. To be significant, the alteration would need to materially impair the significance of that resource as defined by CEQA. To do so, the setting, spatial relationship(s), or view affected would need to be intrinsic to the significance of the historic resource.

(a) Grand Avenue Sign

As previously indicated, the Grand Avenue Site is located within a developed property that includes storage uses. According to the Historic Memo, no listed or designated historic resources are located on the site or in the immediate vicinity. However, SurveyLA conducted historic resource surveys in 2012 and 2015 throughout the Southeast Los Angeles Community Plan area, within which the Grand Avenue Site is located.[17] SurveyLA identified a collection of ornamental streetlights dating from the early-20th century located on South Grand Avenue between 39th Street (just north of the Grand Avenue Site) and Jefferson Boulevard. The streetlights were identified as historically significant as an "excellent collection of early ornamental streetlights in Southeast Los Angeles." The South Grand Avenue streetlights were assigned a status code of 5S3 or "appears to be individually eligible for local listing or designation through survey evaluation." Field observation of the streetlights on South Grand Avenue between 39th Street and Jefferson Boulevard confirms that they are the double-lantern model streetlights installed during the 1920s. They are treated as historic resources herein for the purposes of CEQA.

SurveyLA also identified the Coliseum sign located at 3843 South Grand Avenue as eligible for local listing. The Coliseum sign was found significant for its association with the 1984 Olympic Games. However, the SurveyLA finding indicates the Coliseum sign "appears to be eligible for local designation only and may not meet significance thresholds for National Register and California Register eligibility." As discussed further in the Historic Memo, the National Register Criteria for Evaluation exclude properties that have achieved significance within the past 50 years unless they are of exceptional importance. The Coliseum sign was constructed in 1984 and, thus, is 34 years old. In addition, the Coliseum sign was altered for maintenance and upgrades in 2015. SurveyLA uncovered no evidence to suggest the sign is of exceptional importance sufficient to satisfy the National Register criteria. Therefore, the Coliseum sign was not found eligible for the National Register. Although criteria for the California Register are somewhat less exacting in terms of age thresholds, it is likely the sign was not found eligible for the California Register for similar reasons.

As it relates to City of Los Angeles Historic-Cultural Monuments, the sign was assigned a status code of 5S3 or "appears to be individually eligible for local listing or designation through survey evaluation" by SurveyLA. The sign is one of a handful of extant structures specifically designed and constructed for the 1984 Olympic Games, which represent an important event of national, state, and local history. Therefore, the Coliseum

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[17] *GPA Consulting, March 2012 and December 2015.*

sign appears significant under Historical-Cultural Monument Criterion 1. Despite some alterations, the Coliseum sign retains its original form and structure from 1984, and replacement display components have maintained the original display area dimensions. Therefore, while the Coliseum sign is not eligible for listing under the National Register and California Register, because the sign may be eligible for local designation, this analysis conservatively treats the sign as a historic resource for the purposes of CEQA.

With respect to direct impacts, as the Grand Avenue Site does not include any historic resource(s), installation of the Grand Avenue Sign would not result in any material impairment of a historic resource. For the eligible historic resources in the surrounding vicinity (i.e., the South Grand Avenue streetlights and the Coliseum sign), the physical characteristics that convey historic significance and justify eligibility for historic listing would remain intact and unchanged following development of the Grand Avenue Sign. Therefore, introduction of the Grand Avenue Sign would not result in a significant direct impact to historic resources as defined by CEQA.

Relative to indirect impacts, the South Grand Avenue streetlights would be located more than 400 feet from the Grand Avenue Sign. New construction located south of the streetlights, including the approximately 135-foot-tall Grand Avenue Sign, would not alter the setting or spatial relationships of the streetlights in a manner that would impair or reduce their historic significance. The significance of the streetlights is conveyed by the physical design of the fixtures themselves and their arrangement along both sides of South Grand Avenue; neither of these characteristics would change with the introduction of the Grand Avenue Sign to the south.

As indicated earlier in the analysis of view impacts, northerly views of the Coliseum sign from specific vantage points along the 110 Freeway could be affected by the Grand Avenue Sign, but any obstruction would be limited, intermittent, and transitory in nature and primarily would occur in areas where the Coliseum sign is barely visible (i.e., distant vantages of over 3,000 feet away). At these distances, the Coliseum sign text is not readable, and existing freeway overpasses already obstruct views of the sign. Based on view studies provided in Appendix D of the Historic Memo, at approximately 1,000 feet from the Coliseum sign, the Grand Avenue Sign would not block the Coliseum sign when viewed from the far right lane of I-110 northbound. The far right lane is considered the most conservative viewing angle, and the other lanes are less likely to have view obstruction given their angle of view. No view blockage would occur from any lane at any distances closer than 1,000 feet from the Coliseum sign.

It is the physical form and design of the Coliseum sign, as well as the readability of its text displays, that together convey the sign's historic significance. However, any interruption in views of the Coliseum sign would occur at distances at which the sign is not

readable. Intermittent interruption of current views of the Coliseum sign from some limited locations at distances beyond 1,000 feet would not be sufficient to reduce the sign's ability to convey its historic significance.

Accordingly, construction of a freeway sign at the Grand Avenue Site would not alter the setting or spatial relationships, nor obscure important views of a historic resource and, therefore, construction of a freeway sign at the Grand Avenue Site would not result in a significant impact to historical resources as defined by CEQA.

(b) 12th Place Sign

As previously indicated, the 12th Place Site is located within a developed property that includes commercial uses. The parcel contains a one-story, brick-clad commercial office building constructed in 1958. The building is rectangular in plan with a flat roof. According to the Historic Memo, the building is not an important example of style or type, and no important associations were uncovered. As such, no listed or designated historic resources are located on the site or in the surrounding vicinity. In addition, SurveyLA conducted a historic resource survey in 2014 within the Westlake Community Plan area, within which the 12th Place Site is located, and did not identify any resources eligible for historic listing either on-site or in the surrounding vicinity.[18]

Given that there are no listed, designated, or eligible historic resources located on or near the 12th Place Site, introduction of the 12th Place Sign would not have any effect, either directly or indirectly, on historic resources. More specifically, no material impairment of a historic resource, alteration of the setting or spatial relationship of a historic resource, or obstruction of views of a historic resource would occur. As such, the 12th Place Sign would not result in a significant impact to historic resources as defined by CEQA.

(c) Historic Resources Conclusion

Based on the analysis above, the Revised Project would not result in any new significant impacts with respect to historic resources and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

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[18] *Historic Resources Group, April 2014.*

3. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project.

E. Geology and Soils

Potential impacts related to geology and soils were not assessed in detail in the Certified EIR. However, the First Addendum determined the Modified Project would not: cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury; constitute a geologic hazard to other properties by causing or accelerating instability from erosion, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site; or destroy, permanently cover, or materially and adversely modify any distinct or prominent geologic or topographic features. As such, impacts related to geology and soils were concluded to be less than significant.

As previously described, installation of the Grand Avenue Sign and 12th Place Sign would require footings to a depth of 16 feet and 46 feet, respectively. An auger would be used to drill the holes, which would be reinforced with concrete and rebar. Soil export of up to approximately 1,300 cubic yards would be required.

The following analysis is based on the *Geotechnical Engineering Report—Los Angeles Football Club Stadium Freeway Signs, Los Angeles Football Club Stadium Project* (Geotech Report) prepared by Langan Engineering and Environmental Services, Inc. (Langan) on June 27, 2017, which is provided in Appendix D of this Addendum. The Geotech Report provides geotechnical, seismic, and construction-related recommendations for the proposed freeway signs, which were prepared in accordance with the 2016 California Building Code (CBC) and associated 2017 City of Los Angeles amendments to the Los Angeles Building Code (LABC).

Field investigations involved borings within the two signage sites to a depth of 101.5 feet below the ground surface (bgs). The subsurface conditions at each site generally consist of artificial fill underlain by Alluvium deposits, as described further below. Groundwater was not encountered at either site within the maximum explored depth.

Within the Grand Avenue Site, site elevations range from approximately 187 to 188 feet with respect to the North American Vertical Datum (NAVD). Fill soils comprised of medium dense, brown to brown-white, dry to moist, silty fine to coarse sand with fine to

coarse gravel were encountered to approximately seven feet bgs. Below this, Alluvium was encountered to the maximum explored depth of 101.5 feet. The Alluvium consists of dense to very dense, tan-brown to gray-tan, dry to moist, fine to coarse sand, with variable amounts of silt and gravel and very stiff, light brown to brown-gray, moist, silt and clay with varying amounts of fine to medium sand. The historical high groundwater level at the site is reported to be 45 to 50 feet bgs; however, a 2016 Langan study for the LAFC stadium reported groundwater at 162 feet bgs at a monitoring well approximately one mile northwest of the stadium site. Additional technical details regarding subsurface conditions, including standard penetration test results, blowcounts, moisture content, plasticity index, and cohesion values, are provided in Appendix D.

Within the 12th Place Site, site elevations range from approximately 230 to 232 feet NAVD. Fill soils comprised of loose, brown, moist, silty fine to coarse sand with fine to coarse gravel were encountered to depths ranging from five to seven feet bgs. Below this, Alluvium was encountered to the maximum explored depth of 101.5 feet. The Alluvium consists of dense to very dense, tan to orange-brown, dry to moist, fine to coarse sand, with variable amounts of silt and fine to coarse gravel and very stiff to hard, brown, moist, silt and clay with varying amounts of fine sand. The historical high groundwater level at the site is reported to be 90 to 100 feet bgs. Additional technical details regarding subsurface conditions are provided in Appendix D.

According to the Geotech Report, the alluvial soils at each site are suitable to support the proposed freeway signs using deep foundations, such as cast-in-drilled-hole (CIDH) piles. The Geotech Report details the appropriate design criteria, including seismic design criteria, pile capacity parameters, lateral capacities, pile installation and corrosion considerations, as well as considerations for excavation and utilities. Groundwater is not anticipated to be encountered; however, temporary casing may be needed to maintain an open and stable borehole during drilling and prior to pouring concrete due to the presence of cohesionless soil layers (gravelly sand layers) at various depths. It is recommended that a Geotechnical Engineer review the final design plans to confirm technical specifications and observe the installations in order to perform testing of geotechnical-related work, as needed, and ensure quality assurance. In addition, the proposed freeway signs would be designed and constructed in accordance with applicable Los Angeles Building Code and California Building Code regulations. Other site conditions at the Grand Avenue Site and the 12th Place Site, such as proximity to active faults, potential for fault rupture and ground shaking, and liquefaction or landslide potential, would not result in impacts different from those described in the First Addendum.[19]

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[19] *According to the California Geological Survey (CGS), no faults traverse either of the two signage sites or are adjacent to them. Source: CGS, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, access August 7, 2018.*

Based on the information provided herein and in the Geotech Report, the Revised Project would not result in any new significant impacts with respect to geology and soils and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Project Design Features

The project design feature (as applicable) set forth in the adopted MMP remains in effect for the Revised Project.

F. Greenhouse Gas Emissions

The Certified EIR and the First Addendum concluded that impacts with respect to greenhouse gas (GHG) emissions would be less than significant. As discussed in the First Addendum, numerous regulatory changes occurred following certification of the Certified EIR in 2011 which are pertinent to the study of GHG impacts under CEQA, and the regulatory environment has continued to evolve.

As previously indicated, the Grand Avenue and 12th Place Signs would be fabricated off-site and installed in large structural pieces. On-site installation work for each sign is anticipated to take approximately one to two months to complete and would require a combined total of approximately 1,300 cubic yards of soil export. Given the limited scope of construction work and associated construction trips involved, particularly as compared to construction of the MLS stadium, construction-related GHG emissions associated with the signs would be minimal.

Moreover, as discussed earlier, a total of 15,804 square feet of signage previously approved for the Expo Park Site would be reallocated to the Grand Avenue and 12th Place Sites in the amended Freeway Zone. In essence, the Revised Project proposes the relocation of some of the signage that was previously proposed, evaluated and approved, but that has not yet been constructed. Accordingly, although site-specific conditions and sign specifications may vary, the construction of 15,804 square feet of signage previously approved for the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum, would instead occur on the Grand Avenue and 12th Place Sites. In other words, the construction impacts associated with this signage have been previously considered. To this end, the GHG analyses provided in the Certified EIR and the Addenda were based on conservative assumptions to account for minor changes such as the current proposal.

In addition, in accordance with the SCAQMD's guidance, GHG emissions from construction are amortized (i.e., averaged annually) over the lifetime of a project, which is

defined as 30 years.[20] Dividing total construction-related GHG emissions by 30 to determine an annual estimate comparable to operational emissions would render the GHG impacts associated with construction and installation of the signs nearly negligible.

Similarly, operation of the signs would require virtually no vehicular trips other than for occasional maintenance activities and relatively limited energy usage to illuminate the signs, thus generating a limited amount of GHGs. Moreover, as discussed above, the Revised Project proposes to reallocate 15,804 square feet of signage previously approved but not constructed at the Expo Park Site to the Grand Avenue and 12th Place Sites. Electricity necessary for the operation of the previously approved signs would have generated substantially the same amount of indirect GHG emissions. Furthermore, the proposed freeway signs would be subject to 2016 Title 24 energy requirements, which have resulted in energy efficiency improvements compared to the 2013 Title 24 standards that were in effect at the time the Modified Project was approved in 2015. Accordingly, GHG emissions associated with operation of the proposed freeway signs are anticipated to be nominal and the same or less than those generated by an equivalent amount of previously approved signage, had it been constructed within the Expo Park Site. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, impacts with respect to GHG emissions would be less than significant and not cumulatively considerable, and no mitigation measures are required.

Based on the analysis above, the Revised Project would not result in any new significant impacts with respect to GHG emissions and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

1. Project Design Features

The project design features (as applicable) set forth in the adopted MMP remain in effect for the Revised Project.

G. Hazards and Hazardous Materials (Construction)

The Certified EIR concluded that impacts with respect to hazards and hazardous materials would be less than significant through compliance with applicable regulatory requirements, while the First Addendum concluded such impacts would be less than significant with mitigation.

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[20] *SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, 2008.*

The following analysis is based in part on regulatory database reviews conducted for each sign site by Converse Consultants in August 2018, which are provided in Appendix E of this Addendum.

Existing conditions at the Grand Avenue Site include a storage yard use, with a temporary trailer and a canopy as the only structures on-site. According to the database search, the property was identified on the HAZNET database for manifesting approximately 0.2424 ton of asbestos waste in 1993. As the waste was disposed of under a manifest, this listing is not considered an environmental concern. There are no leaking underground storage tanks (LUSTs) or other contamination cleanup programs within the Grand Avenue Site. Similarly, there are no permitted underground storage tanks (USTs), waste discharge requirements, oil/gas sites, or hazardous waste locations on-site. Additionally, the site is not located within a Methane Zone or Methane Buffer Zone identified by the City.[21]

Two properties within a 300-foot radius of the Grand Avenue Site are listed on the Environmental Data Resources (EDR) Historical Cleaner database and the EDR Historical Auto Stations database, respectively, but based on a lack of documented releases, these listings are not expected to represent an environmental concern. The remainder of listings are located more than 300 feet from the Grand Avenue Site and/or have received a regulatory case closed status; accordingly, these sites are not expected to represent an environmental concern to the Grand Avenue Site.

The 12th Place Site is developed with a one-story commercial building and a surface parking lot. According to the database search, there are no LUSTs or other contamination cleanup programs within the 12th Place Site, and no currently permitted USTs, waste discharge requirements, oil/gas sites, or hazardous waste locations on-site. The property was identified on the EDR Historical Auto Stations database as a former automobile repair facility in 1933; the California Statewide Environmental Evaluation and Planning System (SWEEPS) UST and California Facility Inventory Database (CA FID) UST databases as an inactive tank site; and the HAZNET database for manifesting approximately 0.01 ton of aqueous solution containing reactive anion wastes in 2000. With respect to the UST listing, a July 27, 1991, permit was issued to abandon (i.e., close) atmospheric tanks per specifications submitted to the City of Los Angeles Fire Department (LAFD) Fire Prevention Bureau and subject to a field inspector's approval. Prior to closure, two soil samples were taken and analyzed for total petroleum hydrocarbons (TPH) and Benzene, Toluene, Ethylbenzene and Xylenes (BTEX), which were not detected in either sample. Based on this information, the former UST is not considered an environmental concern. Regarding

[21] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed May 30, 2018.*

the HAZNET listing, based on a lack of documented releases and proper handling, this listing also is not considered an environmental concern.

Surrounding the 12th Place Site, several properties are listed on the following databases: the EDR Historical Auto Stations database in 1924; the Resource Conservation and Recovery Act Small Quantity Generator (RCRA–SQG), Facility Registry Service/ Facility Index (FINDS), Enforcement and Compliance History Online (ECHO), and CA Emissions (EMI) databases; the EDR Historical Auto Station database from 1933 to 1994; the EDR Historical Cleaner database from 1939 to 1937; and the CA Envirostor, CA Historical UST, and EDR Historical Cleaner databases. Based on the current regulatory status, lack of violations and/or non-contiguous locations of these properties, these sites are not expected to represent an environmental concern to the 12th Place Site.

In addition, the 12th Place Site is located within a Methane Zone identified by the City.[22] Such areas have a risk of methane intrusion emanating from geologic formations, and the City has development regulations in place to address ventilation and methane gas detection systems depending on the design category. While excavation within the Methane Buffer Zone could pose a potential for methane build-up, resulting in a possible hazardous condition, adherence to the City of Los Angeles' Methane Mitigation Ordinance, applicable construction safety measures, as well as compliance with California Occupational Safety and Health Act (OSHA) safety requirements would serve to avoid substantial risk in the event elevated methane levels are encountered. Based on such safety provisions and appropriate monitoring, construction activities associated with the 12th Place Sign within the Methane Buffer Zone are not expected to substantially expose construction workers to elevated levels of methane. Thus, compliance with regulatory standards would reduce the chance of exposure of people to a substantial risk resulting from the release or explosion of methane gas or from exposure to a health hazard. Related impacts would be less than significant.

At both the Grand Avenue Site and the 12th Place Site, no demolition (aside from pavement removal) would be necessary, so there would be no potential for contact with or release of asbestos containing materials, lead-based paint, or polychlorinated biphenyls. As previously indicated, the sign footings are not anticipated to reach groundwater. However, given that excavation for the sign footings would extend to depths of at least 16 feet and 46 feet, respectively, it is possible that contact with a previously unknown or unidentified UST or subsurface contamination could occur if such conditions exist on-site. Although the regulatory database reviews (see Appendix E of this Addendum) revealed no

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[22] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed May 30, 2018.*

evidence of recognized environmental conditions in connection with the Grand Avenue Site or the 12th Place Site, mitigation is proposed to address the potential for any hazards associated with previously unknown or unidentified conditions. Mitigation Measure H-3, set forth below, calls for a geophysical survey at each signage site and tank removal in accordance with applicable regulations if any UST is found. This measure has been incorporated into the Revised Project's MMP, which is included as Appendix A of this Addendum. With the implementation of this measure, potential impacts with respect to hazards and hazardous materials would be less than significant.

Based on the above, with regulatory compliance and implementation of Mitigation Measure H-3, the Revised Project would not result in any new significant impacts with respect to hazards and hazardous materials and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the First Addendum.

1. Mitigation Measures

The Revised Project would implement the following mitigation measure, which is included in the revised MMP provided in Appendix A of this Addendum, to mitigate potential impacts related to hazards and hazardous materials to a less-than-significant level:

Mitigation Measure H-3: Prior to the issuance of a building permit, a geophysical survey shall be prepared for the sites of the Grand Avenue Sign and the 12th Place Sign. If any underground storage tank is identified during the geophysical survey or uncovered during subsequent construction activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. If any other subsurface feature is identified, it shall be removed in accordance with applicable federal, state, and local laws.

Soil sampling of the tank excavation site or any other removal site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation shall consist of either excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but

not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.

H. Hydrology and Water Quality (Construction)

The Certified EIR and the First Addendum concluded that construction-related impacts with respect to hydrology, water quality, and groundwater would be less than significant through compliance with applicable regulatory requirements, as ensured through mitigation measures requiring regulatory compliance. In particular, the Applicant was required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) in compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit administered by the State Water Resources Control Board (SWRCB), as well as comply with other applicable NPDES permit requirements and General Waste Discharge Requirements (WDRs) related to construction dewatering. Coverage under an NPDES permit is required for the discharge of pollutants to "waters of the United States," while SWPPPs require the implementation of temporary controls, or best management practices (BMPs), to address the discharge of pollutants, including soil and sediment, in stormwater discharges. The WDRs include provisions mandating notification, sampling and analysis, and reporting of dewatering and testing-related discharges.

The combined area of the Grand Avenue Site and the 12th Place Site is approximately 0.31 acre, which falls below the one-acre threshold for a "small construction activity" subject to NPDES requirements and preparation of a SWPPP.[23] As such, installation of the proposed freeway signs would not be subject to any NPDES permit, WDRs, or SWPPP requirements. Nonetheless, construction activities would be required to comply with the City's grading permit regulations (set forth in LAMC Chapter IX, Article 1, Division 70), including the preparation of an erosion control plan to reduce the effects of sedimentation and erosion, as applicable. Additionally, construction would comply with the City's stormwater and urban runoff control requirements (set forth in LAMC Chapter VI, Article 4.4), including Municipal Separate Storm Sewer System (MS4) permit requirements, as applicable. With respect to groundwater, recent borings did not encounter groundwater at either site within the maximum depth explored depth of approximately 101.5 feet. The historical high groundwater level at the Grand Avenue Site is reported to be 45 to 50 feet bgs; however, a 2016 Langan study for the MLS Stadium reported groundwater at 162 feet bgs at a monitoring well approximately one mile northwest of the stadium site. The historical high groundwater level at the 12th Place Site is reported to be 90 to 100 feet bgs. As the sign footings are not anticipated to reach groundwater, construction dewatering

[23] *40 California Code of Regulations (CFR), Section 122.26(b)(15).*

would not be expected to occur, and thus dewatering BMPs would not be necessary. Following sign installation, the ground surface surrounding each sign footing would be graded and returned to existing conditions such that existing stormwater flows and drainage patterns would be maintained.

Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, construction-related impacts with respect to hydrology, water quality, and groundwater would be less than significant through regulatory compliance. Based on the analysis above, the Revised Project would not result in any new significant impacts with respect to hydrology, water quality, or groundwater, nor would they substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Mitigation Measures

The mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project.

I. Land Use and Planning

1. Consistency with Regulatory Framework

The Certified EIR and Addenda concluded that impacts related to consistency with applicable land use plans and policies would be less than significant. Although impacts would be less than significant, the Certified EIR included mitigation to reinforce requirements for permits and discretionary approvals to ensure land use consistency. The Certified EIR and Addenda specifically evaluated consistency with the land use and zoning designations for the Expo Park Site, the South Los Angeles Community Plan, the Exposition/University Park Redevelopment Plan, the California Museum of Science and Industry (CMSI)/Exposition Park Master Plan, and applicable regional plans and regulations.[24]

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[24] *On December 29, 2011, the California Supreme Court issued its decision in the California Redevelopment Association v. Matosantos case, which challenged the constitutionality of Assembly Bill (AB) X1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld AB X1 26, which led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles. The dissolution of the agencies became effective February 1, 2012. However, AB X1 26 did not dissolve any redevelopment plans previously adopted by redevelopment agencies. Therefore, the Exposition/ University Park Redevelopment Plan and its requirements for development are still in effect. The Redevelopment Plan is now administered by CRA/LA, a Designated Local Authority (DLA) and successor*
(Footnote continued on following page)

Given the locations and nature of the proposed freeway signs, of most relevance to this analysis of regulatory consistency are the Coliseum District Specific Plan, the Coliseum and Soccer Stadium Sign District (Ordinance No. 184290), the land use and zoning designations for each signage site, the Southeast Los Angeles Community Plan (with respect to the Grand Avenue Sign) and the Westlake Community Plan (with respect to the 12th Place Sign), the Redevelopment Plan for the Council District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project (with respect to the Grand Avenue Sign; CD9 Corridors Redevelopment Plan), applicable signage regulations set forth in the LAMC, and the Outdoor Advertising Act (California Business & Professional Code Section 5200, et seq.).[25] As previously discussed, the entitlements requested to permit the proposed freeway signs include the following:

- Amendment to the Specific Plan to provide the land use regulations applicable to the Grand Avenue Site and 12th Place Site to allow development of the proposed freeway signs;
- Director's Review (pursuant to the Specific Plan) to verify that the freeway signs would comply with the requirements of the Specific Plan as amended;
- Amendment to the Sign District to provide the signage regulations applicable to the Grand Avenue Site and 12th Place Site, and modify the signage provided in the Sign District for the MLS stadium to ensure there would be no increase in signage in the Sign District;
- Director's Sign-Off (pursuant to the Sign District) to verify the freeway signs would comply with the requirements of the Sign District, as amended;
- CRA/LA approval of an amendment to the Design for Development established for the Council for the District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project Area, and other approvals as may be required including without limitation potential consideration and approval of Site Plan Review.

The freeway signs' consistency with the applicable land use plans and policies noted above are addressed below.

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of the former Community Redevelopment Agency of the City of Los Angeles, until such time as plan administration is transferred to the Department of City Planning.

[25] *The proposed signage sites are not located within the boundaries of the South Los Angeles Community Plan, Exposition/University Park Redevelopment Plan, or CMSI/Exposition Park Master Plan, which were previously evaluated in the Certified EIR and/or the Addenda.*

(a) Coliseum District Specific Plan

The Specific Plan established a Freeway Zone, which currently consists of a single site located immediately east of the 110 Freeway and north of 39th Street, in the location of the existing Los Angeles Memorial Coliseum freeway sign. The Specific Plan also allows the future expansion of the Freeway Zone, explaining that it may include up to three additional non-contiguous parcels for freeway signs permitted by the Outdoor Advertising Act. As such, a Specific Plan Amendment is requested to extend the Specific Plan's Freeway Zone to include the Grand Avenue Site and the 12th Place Site. Subsequently, a Director's Review would occur pursuant to Specific Plan Section 6.A to verify compliance of the freeway signs with applicable Specific Plan requirements. However, with the exception of several signage definitions and clarifying the applicability of certain LAMC provisions, the Specific Plan refers to the Sign District for the regulation of signage. Therefore, with the proposed amendment to the Specific Plan, the Revised Project would be consistent with the Specific Plan. Impacts would be less than significant, and no mitigation measures are required.

(b) Coliseum and Soccer Stadium Sign District

The Sign District regulates signage within the Specific Plan area, including the Los Angeles Memorial Coliseum and the Expo Park Site where the stadium is located, adjacent parking and open space areas, and the Freeway Zone (i.e., the existing Los Angeles Memorial Coliseum freeway sign site). With respect to freeway signage, the Sign District provides that an additional "up to three Stadium Freeway Signs may be located in the future on up to three other non-contiguous parcels in an expanded Freeway Zone."[26] The Sign District further provides that "[a]n amendment of this Ordinance shall be required to add the locations of additional Stadium Freeway Signs to the District."[27] Accordingly, a Sign District amendment is required to include the Grand Avenue Site and the 12th Place Site in the Sign District area and set forth regulations for the proposed freeway signs.[28]

As previously discussed, the Sign District permits approximately 44,500 square feet of signage for the MLS stadium (specifically, 37,500 square feet within the Soccer Stadium Zone and 7,000 square feet in the South Parking Lot Zone), including up to approximately 18,300 square feet of exterior digital signage (based on the total area of approved individual digital signs), and excluding aerial view signs, information signs, temporary signs,

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[26] *Coliseum and Soccer Stadium Sign District, Section 8.E.5.*

[27] *Coliseum and Soccer Stadium Sign District, Section 9.X.1.a.*

[28] *The proposed freeway sign are considered stadium freeway signs as defined in the Sign District ordinance and do not meet the Sign District definition of a billboard since they are not cantilevered or able to be cantilevered over a building or structure.*

and interior signs. As signs located in the Freeway Zone are not subject to the signage area limits established for the other sign zones, the proposed freeway signs located within the expanded Freeway Zone would not count towards the permitted 44,500 square feet of signage for the MLS stadium. Further, as set forth in Sign District Section 8.E.5.b, freeway signs are not counted towards the total sign area limitation of 77,175 square feet for the entire Specific Plan area. Nonetheless, although not required by the Sign District, LAFC proposes to reallocate approved signage from the Soccer Stadium Zone and the South Parking Lot Zone, including approved exterior digital signs, such that with the addition of the freeway signs (totaling approximately 9,284 square feet of digital signage and approximately 6,520 square feet of static signage) there would be no increase to the 44,500 square feet of signage permitted for the MLS stadium and no increase to the approximately 18,300 square feet of approved exterior digital signage.

While the Sign District sets forth limits to the size of individual signs for various sign types, no size restrictions are established for freeway signs. As such, the sign area of 7,902 square feet per freeway sign, comprised of 4,642 square feet of digital display area and 3,260 square feet of static sign area, is permitted under the Sign District. In addition, the Sign District limits freeway signs to two sign faces. The Grand Avenue Sign and 12th Place Sign advertising would primarily occur on the north and south facing sign faces, however, the digital board would wrap around the side of the sign facing the freeway. This would create a cohesive digital package connecting all three sign faces and provide an opportunity for the City to program this area during special events to promote messages or symbols of local interest. The Sign District Amendment would clarify that the digital wrap on the side of the sign is permitted. The Sign District also requires a minimum separation from another stadium freeway sign of 500 feet, which the proposed Grand Avenue Sign and 12th Place Sign would meet (the Grand Avenue Sign would be located approximately 554 feet from the Coliseum sign). The Sign District also regulates the operating hours, illumination, and refresh rates for digital signs in the Soccer Stadium Zone and South Parking Lot Zone. However, as such requirements are not established for the Freeway Zone, the proposed Sign District Amendment would provide regulations addressing the operating hours, illumination, and refresh rates for the freeway signs that would comply with the Outdoor Advertising Act, as applicable.

It is noted that the Sign District includes procedures to ensure compliance with Sign District requirements. Specifically, per Sign District Section 6 C and D, the Director's Sign-Off or Project Permit Compliance process requires the Director's determination that a sign is in compliance, with conditions imposed to achieve compliance if necessary. The consistency of the freeway signs with the Sign District would be evaluated based on the Sign District Amendment initiated by the City Council regarding the proposed Grand Avenue Sign and 12th Place Sign. Therefore, with the proposed amendment to the Sign

District, the Revised Project would be consistent with the Sign District. Impacts would be less than significant, and no mitigation measures are required.

(c) Community Plans/Land Use and Zoning Designations

(i) Grand Avenue Sign

The Southeast Los Angeles Community Plan functions as part of the Land Use Element of the City's General Plan that is applicable to the Grand Avenue Site. As previously discussed, the current Southeast Los Angeles Community Plan provides a land use designation of Industrial: Limited Manufacturing for the Grand Avenue Site. This land use designation does not preclude signage; however, signage is addressed more broadly in the Community Plan's Community Design and Landscaping Guidelines. While several of the signage guidelines pertain specifically to public signage, relevant guidelines call for distinctive signage to identify principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks; and unique signage to identify major commercial, cultural, or historic areas in the Community Plan area. The proposed Grand Avenue Sign would meet these guidelines through its modern and prominent design intended to draw attention to events at and sponsors of the MLS stadium located within Exposition Park across the 110 Freeway. In particular, as envisioned by the Sign District (discussed above), the new freeway sign would help establish a unique visual identity for the MLS stadium while emphasizing its event- and entertainment-oriented aspect. Therefore, the Grand Avenue Sign is consistent with the Southeast Los Angeles Community Plan. Impacts would be less than significant, and no mitigation measures are required.

With respect to zoning, the Grand Avenue Site is zoned [T][Q]MR1-1VL. Pursuant to Ordinance No. 166961 applicable to the [T][Q]MR1-1VL zone at the Grand Avenue Site, signage is restricted to identification signs. Flashing signs, animated signs, and off-site signage are currently prohibited on the Grand Avenue Site. In addition, height in the 1VL Height District is limited to 45 feet.[29] Accordingly, in order to permit the Grand Avenue Sign, LAFC seeks an amendment to the Specific Plan to permit the Grand Avenue Sign and modify the existing zoning limitations on the Grand Avenue Site. As explained in Section 3.B of the Specific Plan, "[w]henever this Specific Plan contains provisions that establish regulations... which are different from, more restrictive or more permissive than what would be allowed pursuant to the provisions contained in the LAMC [Los Angeles Municipal Code], this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances." Therefore, the land use regulations provided for in the amended Specific Plan would supersede those of the LAMC, including those of the

[29] *See LAMC Section 12.21.3.A.*

[T][Q]MR1-1VL zone. Accordingly, with the proposed amendment to the Specific Plan, the Grand Avenue Sign would be consistent the applicable land use regulations for the Grand Avenue Site. Impacts would be less than significant, and no mitigation measures are required.

It should be noted that the Southeast Community Plan is undergoing revision, and a new land use designation of Hybrid Industrial and rezoning to CM-1-CPIO is proposed for the Grand Avenue Site. With respect to height, there would be no height limit for the sign in the CM zone within Height District 1, as the applicable height limit is based on building floor area. The existing [T] [Q] condition prohibiting certain types of signage would be removed from the Grand Avenue Site. The revised zoning would place the Grand Avenue Site within the Community Plan Implementation Overlay District (CPIO) within Subarea I Hybrid Limited. In order to permit signage within the CPIO within Subarea I Hybrid Limited, the Grand Avenue Site would need to be included in a specific plan.[30] Therefore, under the updated Southeast Community Plan, the proposed amendments to the Specific Plan and Sign District would also be the necessary City approvals to permit the Grand Avenue Sign.

(ii) 12th Place Sign

The Westlake Community Plan functions as part of the Land Use Element of the City's General Plan that is applicable to the 12th Place Site. The 12th Place Site is located in the Westlake Community Plan area and has a land use designation of Industrial: Commercial Manufacturing. The Westlake Community Plan does not have any guidelines, restrictions, or requirements regarding signage. In addition, the 12th Place Site is zoned CM-1-O. In the CM zone within Height District 1 there is no applicable height limit for the sign, as the height limit is based on building floor area.[31] Accordingly, the proposed 12th Place Sign would be consistent with the applicable land use and zoning designations, as well as the Westlake Community Plan. Further, as with the Grand Avenue Site, the Specific Plan and Sign District Amendments would set forth the land use and signage regulations applicable to the 12th Place Site. Impacts would be less than significant, and no mitigation measures are required.

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[30] *See Draft Southeast Los Angeles Community Plan Implementation Overlay District, Section 3.2, August 2017; LAMC Section 13.14.B.*

[31] *See LAMC Section 12.21.1.A: "The total Floor Area contained in all the main Buildings on a Lot in a commercial or industrial zone in Height District No. 1 shall not exceed one-and-one-half times the Buildable Area of the Lot."*

(d) Redevelopment Plan for the Council District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project

The Grand Avenue Site is located in the CD9 Corridors Redevelopment Plan area, which covers commercial and industrial corridors located south of the I-10 freeway to 84th Street and on both sides but mainly east of I-110. Accordingly, all permit applications require review and approval by CRA/LA prior to permit issuance. Adopted in 1995, the CD9 Corridors Redevelopment Plan contains development standards regarding land use, density, and design. Regarding signage, the Redevelopment Plan states that "[a]ll signs shall conform to City sign and billboard standards as they now exist or are hereafter amended. Design of all signing [sic] is subject to Agency approval prior to installation."[32] Accordingly, the proposed Grand Avenue Sign would need to be reviewed and approved by CRA/LA. Because the Grand Avenue Sign would be consistent with the Specific Plan and Sign District, the Grand Avenue Sign would be consistent with Section 512 of the Redevelopment Plan.

In addition to the signage regulation provided in the Redevelopment Plan, the Redevelopment Plan includes a Design for Development for Placement, Design, and Operation of Pole Sign and Billboard Structures in the CD9 Corridors Recovery Redevelopment Project Area (Design for Development), adopted in 2001, which addresses the placement, design, and operation of pole signs and billboards within the Redevelopment Plan area.[33] The Design for Development broadly defines pole signs and provides sign regulations, including regulations regarding proximity to other signs, proximity to residential uses, proximity to scenic highways, and maximum sign areas. The Grand Avenue Sign is not designed as a pole sign or billboard and is instead designed as a three-dimensional digital board with a unique portrait orientation to emphasize the event- and entertainment-oriented aspect of the MLS stadium. Because of the broad definition of pole signs and billboards in the Design for Development, an amendment to the Design for Development will be requested as part of the Revised Project to clarify that the restrictions on billboard and pole signs under the Design for Development do not apply to the Grand Avenue Sign.

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[32] *CD9 Corridors Redevelopment Plan, Section 512.*

[33] *Pole signs are defined as any sign structure placed on or affixed to one or more poles or posts of greater than eight feet in height, measured from grade to the bottom of the sign, and which is structurally independent from a building or structure. Billboards are defined as any sign structure with a sign larger than 50 square feet that is placed on or affixed to one or more poles, columns, or posts and is structurally independent from a building or structure.*

Therefore, with the amendment to the Design for Development, the Grand Avenue Sign would comply with the Redevelopment Plan. Impacts would be less than significant, and no mitigation measures are required.

(e) Los Angeles Municipal Code

Signage regulations are primarily set forth in LAMC Chapter 1, Article 3, Section 13.11 ("SN" Sign District); Chapter 1, Article 4.4 (Sign Regulations); Chapter II, Article 8 (Advertising); Chapter VI, Article 7 (Outdoor Advertising Structures, Accessory Signs, Post Signs and Advertising Statuary); and Chapter IX, Article 1 (Building Code), Division 62 (Signs). However, the Sign District ordinance (discussed above) is intended to permit certain signs not otherwise permitted by the LAMC in order to create a vibrant and animated area that includes dynamic and creative signage. Accordingly, in certain cases, the Sign District provisions supersede LAMC requirements, including specifically LAMC Sections 14.4.4 C, D, and F; Sections 14.4.10 D and E; Sections 14.4.17 A through G; Sections 28.10, 28.11, and 28.15; and Sections 67.02(a) and 67.29. In addition, the Sign District provisions preempt the regulations in LAMC Sections 14.4.1, et seq., and 91.6201, et seq., relating to height, digital displays, sign area, and location; Section 14.4.5 regarding LADOT hazard review; and Sections 14.4.6, 91.6201.6.6, and 80.08.4 regarding freeway exposure. Other applicable LAMC signage provisions apply unless otherwise indicated in the Sign District ordinance. Furthermore, building permits must be obtained from the Los Angeles Department of Building and Safety (LADBS), as required, in accordance with applicable LAMC provisions for any signs, sign structures, and/or sign alterations other than changes to or replacement of copy.

Of the remaining LAMC signage requirements that are applicable to the proposed freeway signs, the most relevant to this analysis are LAMC Sections 14.4.4 E and 93.0117, which address lighting restrictions based on the resulting light levels at nearby residential property lines or residential uses. Please refer to the lighting analysis above in Section V.A(b)(ii) for a discussion of compliance with these requirements. It is also noted that permits would be obtained for the proposed freeway signs, as required by LADBS, in accordance with applicable LAMC requirements.

Therefore, the freeway signs would comply with applicable LAMC requirements. Impacts would be less than significant, and no mitigation measures are required.

(f) Outdoor Advertising Act

Signs that are visible from and located within 660 feet from the edge of a freeway right-of-way are subject to the State's Outdoor Advertising Act (California Business & Professions Code Section 5200, et seq.), most recently updated in 2014. However, the Outdoor Advertising Act exempts from certain requirements up to two freeway signs that

are associated with but located off of the premises of a professional sports arena with 15,000 or more seats, such as the MLS stadium, and that meet certain criteria. These criteria include signs that are used to advertise products, goods, or services either sold, marketed, or promoted at the arena; and, for signs located off the arena premises (such as the proposed freeway signs), the signs must be authorized by an ordinance adopted by the City prior to January 1, 2021 (such as the Sign District), bear the name or logo of the arena, and be visible when approaching freeway off-ramps used to access the arena.[34] Accordingly, these types of off-premises signs are instead governed by the stadium freeway sign provisions set forth in the Sign District ordinance.

The proposed freeway signs would meet all of these requirements. The content of the freeway signs would be defined pursuant to a sponsorship marketing plan(s). The MLS stadium has a capacity of approximately 22,000 seats and provides a venue for a MLS team on a permanent basis. The freeway signs would be authorized by the Specific Plan and Sign District for the stadium, based on the proposed Specific Plan and Sign District Amendments. The freeway signs would bear the name of the arena, and both signs would be visible when approaching the I-110 off-ramps used to access the stadium.

Accordingly, the Revised Project would satisfy all the necessary requirements provided in Outdoor Advertising Act Section 5272, and the freeway signs would be consistent with the Outdoor Advertising Act. Impacts would be less than significant, and no mitigation measures are required.

(g) Conclusion

Based on the analysis above and with approval of the requested entitlements, the Grand Avenue Sign and the 12th Place Sign would comply with applicable land use regulations and requirements. Therefore, consistent with the conclusions in the Certified EIR and the First Addendum, impacts with respect to consistency with applicable land use plans and regulations would be less than significant. Accordingly, the Revised Project would not result in any new significant impacts with respect to land use consistency and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

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[34] *AB 700 was signed by the Governor of California on September 11, 2018 and extended the date of the exemption from January 1, 2019 to January 1, 2021.*

2. Land Use Compatibility

The Certified EIR and the Addenda concluded that impacts related to land use compatibility during construction would be significant and unavoidable, while land use compatibility during operation would be less than significant. The significant and unavoidable conclusion was based on temporary and intermittent impacts to adjacent land uses due to temporary increases in air emissions (including fugitive dust), noise, and traffic congestion as a result of construction activities. These potential effects were discussed in their respective sections of the Certified EIR and the Addenda, and mitigation measures were recommended to further reduce construction-related impacts to adjacent land uses. Nonetheless, the Certified EIR and the Addenda concluded that from a land use compatibility standpoint, construction impacts would be significant and unavoidable, although the extent of impacts would be temporary and sporadic and would only persist through the construction period.

As previously described, installation of the proposed freeway signs would involve minimal construction activity over the course of one to two months, as the signs would be fabricated off-site and installed in large structural pieces. As evaluated herein, any construction-related impacts associated with the signs would be similar to or substantially reduced in comparison to construction of the MLS stadium. Furthermore, the proposed freeway signs represent a reallocation of signage previously approved but not constructed on the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum; in other words, the construction impacts associated with this signage have been previously considered. In addition, construction activities associated with the currently proposed freeway signs would occur outside of the peak construction periods that were analyzed in the Certified EIR and the Addenda and against which land use compatibility impacts were previously assessed. Accordingly, land use compatibility impacts during sign installation would be reduced relative to those previously analyzed for the MLS stadium on the Expo Park Site.

The primary type of land use compatibility impact associated with operation of the proposed freeway signs relates to lighting. As discussed above, lighting impacts would be less than significant. Therefore, land use compatibility impacts during operation are anticipated to be less than significant, consistent with the conclusions presented in the Certified EIR and the Addenda

Based on this analysis, the Revised Project would not result in any new significant impacts with respect to land use compatibility and would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

3. Mitigation Measures

Although land use consistency impacts were determined to be less than significant in the Certified EIR and the Addenda, mitigation was provided to further reduce impacts. The mitigation measure (as applicable) set forth in the adopted MMP remains in effect for the Revised Project.

J. Noise (Construction)

The Certified EIR and the First and Second Addenda concluded that impacts with respect to construction noise would be significant and unavoidable even with implementation of mitigation.

As previously described, installation of the proposed freeway signs would involve minimal construction activity over the course of one to two months, as the signs would be fabricated off-site and installed on the two signage sites in large structural pieces. An auger would be used to drill the holes, and no pile driving would occur. At each signage site, temporary sound barriers and mufflers on equipment would be used with the augur to reduce noise by at least 10 dBA, and for each doubling of distance from the equipment, noise levels would be reduced by another 6 dBA. Installation would require only a few construction workers on-site, thus limiting the number of construction worker trips to and from the sites. Similarly, delivery truck trips would be minimal since sign fabrication would occur off-site. Based on the anticipated excavation quantities, a combined total of fewer than 100 haul truck trips would be necessary. Such limited construction trips dispersed over two distinct sites would have a negligible effect on the broader construction-related traffic noise previously evaluated. Additionally, these construction activities and in particular the related trips would occur in 2019, which is well after the completion of the MLS stadium's construction (which began operation in April 2018), and thus would not combine with stadium impacts to produce noise levels beyond those previously evaluated.

Nonetheless, a quantitative analysis of construction noise was performed to determine potential impacts to nearby sensitive receptors. Relative to the Grand Avenue Site, sensitive receptors are located approximately 80 feet east of the proposed construction site (i.e., the specific sign location). At the 12th Place Site, sensitive receptors are located approximately 160 feet north of the proposed construction site. It was assumed that an auger/drill rig, crane, backhoe, and haul trucks would be required for sign installation at each location. In accordance with PDF L-2 set forth below, a temporary noise barrier would be installed at the Grand Avenue Site to block the line-of-sight from construction activities to the nearby sensitive receptors. Sensitive receptors near the 12th Place Site would not have a direct line-of-sight to construction activities.

Construction noise levels were calculated for the closest residential use to each sign location. As shown in Table 1 on page 68, noise levels during sign installation would remain below the identified significance thresholds.

Furthermore, it is noted that both the Grand Avenue and 12th Place Sites are located adjacent to I-110 and thus characterized by high ambient noise levels due to constant freeway noise. Moreover, the Revised Project would still implement the same Code-required measures and mitigation measures set forth in the adopted MMP (as applicable), thus minimizing construction noise to the extent feasible.

As such, noise impacts associated with installation of the proposed freeway signs are anticipated to be less than those previously evaluated. Therefore, the proposed freeway signs would not result in any new significant construction-related impacts with respect to noise, nor would they substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project. However, Mitigation Measure G-4 in the MMP, which requires a temporary barrier wall to be erected around the “Project Site” for noise reduction purposes, applies to construction within the MLS stadium site. Therefore, the following measure is proposed to reduce noise levels at the Grand Avenue Site and is included in the revised MMP provided in Appendix A of this Addendum:

Project Design Feature L-2: A 12-foot-high temporary and impermeable sound barrier shall be erected at the Grand Avenue Site along the eastern property line adjacent to the sign construction area. The length of the barrier shall be sufficient (approximately 100 feet) to block the line-of-sight between any construction equipment used on-site for sign installation and the residential uses located approximately 80 feet to the east. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at ground level. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

Table 1
LAFC Sign Installation Noise Levels

	12th Place Site	Grand Avenue Site
Distance to Receptor (feet)	160	80
Construction Leq (dBA)	61.6	67.6
Ambient Noise Level (dBA)[a]	59.4	64.8
Threshold (Ambient + 5 dBA)[b]	64.4	69.8
Over/(Under) Threshold	**(2.8)**	**(2.2)**
Significant?	**No**	**No**

[a] *Ambient noise level for the 12th Place Site was measured on August 3, 2018. Ambient noise level for the Grand Avenue Site was obtained from The Fig Project EIR (SCH No. 2016071049); Receptor R3, residential use at the southeast corner of Grand Avenue and 39th Street, measured in September 2016.*

[b] *Significance threshold is 5 dBA over ambient levels in accordance with the L.A. CEQA Thresholds Guide.*

Source: Eyestone Environmental, 2018.

K. Traffic/Transportation (Construction)

Potential impacts from construction-related traffic were not assessed in detail in the Certified EIR. Construction traffic impacts were determined to be less than significant in the First and Second Addenda.

As discussed above, installation of the proposed freeway signs would require only a few construction workers on-site, thus limiting the number of construction worker trips to and from the sites. Similarly, delivery truck trips would be minimal since sign fabrication would occur off-site. Based on the anticipated excavation quantities, a combined total of fewer than 100 haul truck trips would be necessary. Such limited construction trips dispersed over two distinct sites would have a negligible effect on the broader construction-related traffic impacts previously evaluated. Additionally, these construction trips would occur in 2019, well after completion of construction of the MLS stadium (which began operation in April 2018), and thus would not combine with trips for construction of the stadium to produce traffic levels beyond those previously evaluated. Furthermore, as previously discussed, the proposed freeway signs represent a reallocation of signage previously approved for the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum; accordingly, the construction trips associated with this signage have been previously considered. Moreover, the Revised Project would still implement the same project design features and mitigation measures set forth in the adopted MMP (as applicable), thus minimizing construction traffic to the extent feasible.

As such, traffic impacts associated with installation of the proposed freeway signs are anticipated to be less than significant. Therefore, the Revised Project would not result in any new significant construction-related impacts with respect to traffic, nor would they substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project.

L. Utilities and Service Systems—Energy

The Certified EIR and the First Addendum concluded that impacts with respect to energy conservation would be less than significant. Specifically, energy demands during construction were determined to be typical of construction projects for similarly sized projects and would not necessitate additional energy facilities or distribution of infrastructure. With respect to operation, the Certified EIR determined that peak and average electricity and natural gas demand at the Expo Park Site would not increase compared to the then-existing conditions since average and maximum attendance levels at the Expo Park Site would be substantially similar to operation of the (now former) Sports Arena. The First Addendum concluded that while the Modified Project would represent an increase in annual energy consumption over existing conditions with the Sports Arena due to the proposed additional number of annual events at the MLS stadium and the addition of the Ancillary Uses, the Modified Project would be more energy efficient than the Sports Arena, as well as than the Original Project analyzed in the Certified EIR. Therefore, the Certified EIR and Addenda both concluded that the existing electricity and natural gas infrastructure and supplies would be able to accommodate projected energy demand, and impacts related to energy conservation would be less than significant.

Construction and installation of the proposed freeway signs would be typical of construction activities associated with similar types of signs, which were contemplated as part of the Modified Project, and would not necessitate additional energy facilities or distribution of infrastructure. Moreover, as previously discussed, the Revised Project proposes the reallocation of some of the signage that was previously proposed, evaluated and approved for the Expo Park Site, but that has not yet been constructed. Accordingly, although site-specific conditions and sign specifications may vary, the construction of 15,804 square feet of signage previously approved for the Expo Park Site, which was included as part of the Modified Project and addressed in the First Addendum, would instead occur on the Grand Avenue and 12th Place Sites. In other words, the construction

impacts associated with this signage have been previously considered. To this end, the energy analyses provided in the Certified EIR and the Addenda were based on conservative assumptions to account for minor changes such as the current proposal.

Likewise with respect to operation, the energy demand associated with sign operation would be nominal. As previously discussed, the Revised Project represents the reallocation of 15,804 square feet of signage that was previously proposed for the Expo Park Site, evaluated in the First Addendum, and approved, but that is not yet constructed or operational. In other words, the operational impacts associated with this signage have been previously considered. To this end, the energy analyses provided in the Certified EIR and the Addenda were based on conservative assumptions to account for minor changes such as the current proposal. Furthermore, the proposed freeway signs would incorporate state-of-the-art technology to avoid the wasteful, inefficient, and/or unnecessary consumption of energy, as required by CEQA Guidelines Appendix F. In addition, the proposed freeway signs would be subject to 2016 Title 24 energy requirements, which have resulted in energy efficiency improvements compared to the 2013 Title 24 standards that were in effect at the time the Modified Project was approved in 2015. As such, existing electricity and natural gas infrastructure and supplies would be able to accommodate the Revised Project's energy demand, and impacts related to energy conservation would be less than significant.

Based on this analysis, energy impacts associated with the proposed freeway signs are anticipated to be less than significant. Therefore, the Revised Project would not result in any new significant impacts with regard to energy or substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

1. Project Design Features and Mitigation Measures

Each of the project design features and mitigation measures (as applicable) set forth in the adopted MMP, including those from the Certified EIR and the Addenda, remain in effect for the Revised Project.

M. Other Impact Categories

As discussed above, the analyses presented herein address only those environmental issues whose impacts could be different than evaluated in the Certified EIR and Addenda as a result of the installation and operation of the two proposed freeway signs. For example, impacts that are influenced by population or habitable building square footage (e.g., public services, most utilities) are not addressed, since the Revised Project would not affect population or building size. Also, several of the analyses herein focus

strictly on construction-related impacts, as operational impacts would be negligible for most issues (e.g., negligible traffic trips generated during operation of the two freeway signs).

Furthermore, given that 15,804 square feet of signage previously approved for the Expo Park Site would be reallocated to the Grand Avenue Site and the 12th Place Site, the Revised Project would essentially relocate signage that was previously proposed, evaluated and approved, but that has not yet been constructed. The original signage program was included as part of the Modified Project and addressed in the First Addendum, and thus to a large extent, many of the impacts associated with that approved signage would simply be shifted to slightly different locations that are in the same general vicinity as the Expo Park Site.

Accordingly, the proposed freeway signs do not involve any changes to the previously evaluated Original Project or Modified Project that would affect the analysis of the following issues: agricultural or forestry resources; air quality (operation); hazards and hazardous materials (operation); hydrology and water quality (operation); mineral resources; noise (operation); population, housing, and employment; public services; traffic/transportation (operation); or utilities and service systems (water, wastewater, solid waste), as provided in the Certified EIR or the Addenda. As such, implementation of the Revised Project would not result in any new significant impacts with respect to these issues, nor would it substantially increase the severity of any significant impacts previously identified in the Certified EIR or the Addenda.

N. Cumulative Impacts

While the specific geographic context for the cumulative impact analysis of each of the issues addressed above may vary, many types of impacts, particularly those related to construction, are typically localized and thus largely limited to the immediate vicinity. In each of the analyses provided above, impacts associated with the Revised Project would be within the envelope of impacts evaluated in the Certified EIR and the Addenda, and as such, the Revised Project's contribution to potential cumulative impacts would remain unchanged from that previously evaluated. Furthermore, as previously discussed, the Revised Project represents the relocation of 15,804 square feet of signage that was previously proposed for the Expo Park Site, evaluated in the First Addendum, and approved, but that has not yet been constructed or become operational. In other words, the impacts associated with this signage have been previously considered. Therefore, the cumulative impact conclusions set forth in the Certified EIR and the Addenda would not change as a result of the proposed freeway signs. As such, the Revised Project would not result in any new significant cumulative impacts, nor would it substantially increase the severity of any significant cumulative impacts previously identified in the Certified EIR or the Addenda.

VI. Conclusion

This Fourth Addendum provides necessary information regarding the requested approvals for the Grand Avenue Sign and the 12th Place Sign. Based on the analysis above, the implementation of the Revised Project would not result in any new significant impacts, and it would not substantially increase the severity of any significant impacts previously identified in the Certified EIR or Addenda. In addition, no substantial change in circumstances or new information not previously available with the exercise of reasonable diligence exists that would trigger additional environmental review under CEQA Guidelines Section 15162 or Public Resources Section 21166 prior to the City's action on the Specific Plan and Sign District Amendments and other associated discretionary approvals. Moreover, both the Coliseum District Specific Plan (Ordinance No. 184289) and the Coliseum and Soccer Stadium Sign District (Ordinance No. 184290) explicitly state that the Freeway Zone may be expanded to allow for new freeway signs, in compliance with the Outdoor Advertising Act, as applicable. Therefore, consideration by the Los Angeles Department of City Planning of this Fourth Addendum to the previously Certified EIR is the appropriate CEQA review required prior to making a decision on the currently proposed freeway signs.

Appendices

Appendix A

Los Angeles Memorial Sports Arena Redevelopment Project Mitigation Monitoring Program

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
Aesthetics					
Project Design Features **PDF A-1:** The perimeter of the Project Site shall be screened during primary construction activities to limit views of construction activities. **PDF A-2:** Stadium field lighting shall be designed based on Major League Soccer (MLS) standards that stipulate the use of high performance lights with good color and good glare control. **PDF A-3:** The Project's field lighting shall be implemented in accordance with the zones established in Figure 34 of the Lighting Study. **PDF A-4:** Design elements shall be incorporated to limit the direct view of the light source surface for all stadium light fixtures and to ensure that the light source cannot be seen from adjacent residential properties or the public right-of-way. Such design elements could include one or more of the following: use of light fixtures that comply with the ratings specified in CALGreen Table 5.106B; use of light fixtures with a focused output where the output angles greater than 20 degrees from beam centerline do not exceed 500 candelas; glare shields and louvers attached to the front face of	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	Los Angeles Memorial Coliseum Commission (LAMCC); Los Angeles Department of City Planning (DCP), as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
the light fixture; and/or architectural screens to conceal the direct view of the LED light fixtures from the center of Figueroa Street to the east and the Coliseum District Specific Plan boundary to the north, south, and west. **PDF A-5:** All light sources, including illuminated signage, shall comply with CALGreen (Part 11 of Title 24, California Code of Regulations). **PDF A-6:** Signage luminance shall not exceed 800 candelas per square meter after sunset or before sunrise. **PDF A-7:** The illuminance of each sign face of the Grand Avenue Sign shall be limited to 600 cd/m^2 during nighttime hours, defined as between sunset and sunrise. **PDF A-8:** During nighttime hours, defined as between sunset and sunrise, the illuminance of the 12th Place Sign's north and east faces shall be limited to 450 cd/m^2, while the south face shall be limited to 600 cd/m^2. ***Project-Specific Mitigation Measures*** **MM A-1:** Outdoor lighting shall be designed and installed with shielding such that the light source cannot be seen from adjacent residential properties or the public right-of-way. **MM A-2:** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high -performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.					
Agriculture and Forestry Resources					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Air Quality					
Project Design Features **PDF C-1:** Off-road diesel-powered construction equipment greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities, shall meet Tier 3 off-road emissions standards. **PDF C-2:** The Project Applicant shall encourage construction contractors to apply for South Coast Air Quality Management District Surplus Off-Road Opt-In for NO_X (SOON) funds, should they be applicable and available at the time of construction initiation. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines. ***Project-Specific Mitigation Measures*** **MM B-1:** The Applicant shall comply with SCAQMD Rule 403—Fugitive Dust. Examples of the types of dust control measures currently required and recommended include, but are not limited to, the following: • Water active grading/excavation sites and unpaved surfaces at least three times daily; • Sweep daily (with water sweepers) all paved construction parking areas and staging areas; • Provide daily clean-up of mud and dirt carried	Field check to confirm implementation.	Construction	LAMCC; DCP, as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
onto paved streets from the site; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and • An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt. **MM B-2:** The Applicant shall use low-VOC paints for all interior and exterior surfaces.					
Biological Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Cultural Resources—Archeological and Paleontological Resources					
Project Design Features **PDF E-1:** A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site where excavations into the older Quaternary Alluvium may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections shall be based on	Field check to confirm implementation.	Construction	LAMCC; DCP, as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
consultation with the consulting paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.					
Cultural Resources—Historic Resources					
Project-Specific Mitigation Measures **MM D-1:** Prior to the issuance of a demolition permit, a report documenting the architectural and historical features of the Sports Arena shall be prepared and offered to the Southern California Information Center at California State University, Fullerton, and the City. The report shall include the following: a) A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information, including site history, historic context, a significance statement, and character-defining features; b) Duplicates of historic photographs, if available; c) Duplicates of existing drawings including plans, elevations, and sections, if available; and d) Large format (4-inch by 5-inch negative or larger), archival photographs based on HABS guidelines, and 35 millimeter photographs of additional spaces and features not documented in large format. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features including select landscape, all	Report submittal; issuance of demolition permit	Pre-Construction	LAMCC; DCP, as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.					
Geology and Soils					
Project Design Features **PDF F-1:** A final design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable State and local code requirements shall be prepared for the Modified Project by a qualified geotechnical engineer and certified engineering geologist and shall be submitted the Los Angeles Department of Building and Safety, consistent with City of Los Angeles Building Code requirements. The site-specific geotechnical report shall be prepared to the written satisfaction of the City of Los Angeles Department of Building and Safety. The site-specific geotechnical report shall address each of the recommendations provided in the *Preliminary Geotechnical Engineering Report, Los Angeles Football Club Stadium, Los Angeles, California* (Geotechnical Report), prepared by Langan Engineering and Environmental Services, July 24, 2015, including, but not limited to the following, and as may be amended in accordance with future regulatory requirements: • Shallow foundations bearing on alluvial soils at the proposed stadium foundation elevation or engineered fill shall be designed with an allowable bearing pressure of 6,000 pounds per square foot (psf) or 3,000 psf, respectively. An increase of 33 percent can be used for temporary or transient loading	Report submittal; plan approval	Pre-Construction	Los Angeles Department of Building and Safety (LADBS)		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
such as seismic or wind. The minimum lateral dimension of isolated footings shall not be less than 48 inches and shall be embedded at least 24 inches below surrounding grade. In order to minimize differential settlement between the proposed Ancillary Uses and Northwest Plaza structures and the stadium structure, expansion joints shall be installed between any structural connection features. • Should portions of the proposed structures require the additional support of deep foundation systems due to higher, concentrated compression and/or uplift loads, deep foundations shall consist of drilled piles (i.e., Cast-in-Drilled-Hole (CIDH), or Augered Cast-in-Place (ACIP)) piles) that are sized in accordance with the sizing parameters provided in Section 6.2.2 of the Geotechnical Report. A pre-construction test pile and pile load test program shall be implemented with a minimum of four (4) test piles as outlined in Section 6.2.2 of the Geotechnical Report. • The lowest proposed floor slab shall be designed as a slab-on-grade bearing following the recommendations outlined in Section 6.3 of the Geotechnical Report. • Below-grade walls shall be designed to resist soil and surcharge pressures using the parameters provided in Section 6.4 of the Geotechnical Report. • Damp-proofing (such as Grace Water Shield water barrier membrane or equivalent) shall be utilized in below-grade closed areas that					

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may house equipment, finishes, or occupants that could be adversely impacted by moisture intrusion. • A perimeter foundation drain shall be installed to collect and route any accumulated water to the site drainage system. • Trees with deep-rooted or widespread rooted systems or vegetation shall not be planted within 30 feet of below-grade walls. • Utility subgrade shall be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Utility trenches above pipe bedding shall be backfilled in accordance with the recommendations provided in the Geotechnical Report for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material. • After completion of excavation, including removal of all below grade remnants, stripping, grubbing, removal of asphalt, base course material, the soil subgrade shall be compacted in-place by proofrolling with at least 6 passes of a vibratory roller compactor having a minimum static drum weight of 5 tons. Any areas exhibiting rutting or pumping shall be removed and replaced with compacted engineered fill material. All fills should be selected and placed in accordance with the placement and compaction criteria discussed in Section 7.3 of the Geotechnical Report. • Temporary excavations shall be constructed					

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in accordance with Cal/OSHA requirements. Temporary slopes may be excavated at a 2H:1V (horizontal to vertical). Steeper slopes may be excavated with a maximum slope of 1.5H:1V (horizontal to vertical) may be excavated where acceptable by Cal/OSHA and the inspecting Geotechnical Engineer. • If perched groundwater is encountered during Modified Project construction, temporary construction dewatering, where required, shall be performed using conventional gravity routing and collection in sump pits, with pumping performed as needed to dispose of any water accumulated in these areas. • All new construction work shall be performed so as not to adversely impact or cause loss of support to structures, hardscape, and landscape elements, paving, or utilities to remain. A pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks shall be performed prior to initiating construction activities at the Project Site and submitted to the Los Angeles Department of Building and Safety.					
Greenhouse Gas Emissions					
Project Design Features **PDF G-1:** The Modified Project shall be designed to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC; DCP, as applicable		

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(LEED)-BD+C or LEED-ND Rating System (v.3), or equivalent green building standards. **PDF G-2:** The Modified Project shall comply with the required measures of the 2013 Los Angeles Green Building Code and shall implement additional efficiency measures to achieve a reduction in energy consumption that is greater than 25 percent relative to the ASHRAE 90.1-2007 standard, but no less than minimum compliance with the 2013 California energy efficiency standards (Title 24, Part 6). Energy efficiency shall be achieved through building design and through the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting, and appliances. **PDF G-3:** The Modified Project shall include the following measures to promote the use of alternative modes of travel and reduce vehicle miles traveled: • Transit accessibility improvements to facilitate transit use (e.g., wayfinding signage, walkways, etc.) • Ten percent of the parking spaces provided in the Modified Project's VIP parking lot on the Project Site shall be constructed to accommodate the future placement of facilities for the recharging of electric vehicles • Reduced price Metro transit passes for project employees • Printed transit information on tickets					
Hazards and Hazardous Materials					
Project-Specific Mitigation Measures **MP-H-1:** Prior to the issuance of a demolition permit, a	Survey preparation; issuance of demolition	Pre-Construction; construction	LAMCC; DCP, as applicable		

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geophysical survey shall be prepared in the area of the identified potential historical gasoline tank (i.e., near the southern boundary line of the Project Site). If a storage tank is identified during the geophysical survey or uncovered during subsequent construction and/or demolition activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. Soil sampling of the tank excavation site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected above acceptable regulatory levels, remediation activities shall be conducted. The remediation could consist of excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.	permit.				
MP-H-2: If soil contamination is identified during the soil sampling procedures outlined in Mitigation Measure MP-H-1, prior to issuance of a permit(s) for activities involving construction dewatering,					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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evidence shall be provided to the Los Angeles Department of Building and Safety that a valid National Pollutant Discharge Elimination System (NPDES) or Industrial Waste Discharge Permit is in place. The NPDES or Industrial Waste Discharge Permit shall include provisions for evaluating the groundwater for potential contamination and, if necessary, the need for treatment of dewatering discharge.					
MM H-3: Prior to the issuance of a building permit, a geophysical survey shall be prepared for the sites of the Grand Avenue Sign and the 12th Place Sign. If any underground storage tank is identified during the geophysical survey or uncovered during subsequent construction activities, the tank shall be removed (abandoned) in accordance with applicable federal, state, and local laws, to the satisfaction of the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR), the South Coast Air Quality Management District (SCAQMD), the Los Angeles Regional Water Quality Control Board (RWQCB), and/or the City of Los Angeles Fire Department (LAFD), as applicable. If any other subsurface feature is identified, it shall be removed in accordance with applicable federal, state, and local laws.					
Soil sampling of the tank excavation site or any other removal site shall be completed by personnel appropriately trained in accordance with the Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER). If contamination is detected					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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above acceptable regulatory levels, remediation activities shall be conducted. The remediation shall consist of either excavation and disposal of impacted soil; in-situ treatment; and/or vapor extraction. If necessary, remedial efforts shall be conducted under the oversight of regulatory agencies including, but not limited to, the Department of Toxic Substances Control (DTSC); the LAFD; and the RWQCB.					
Hydrology and Water Quality					
Project-Specific Mitigation Measures **MM E-1:** The Applicant shall ensure that a Stormwater Pollution Prevention Plan (SWPPP) is prepared and implemented during construction. The SWPPP shall be prepared to the satisfaction of the City of Los Angeles Department of Building and Safety prior to the issuance of building permits. **MM E-2:** The Applicant must prepare and implement a SUSMP, in accordance with the LA County RWQCB MS4 Program. The SUSMP shall be submitted and prepared to the satisfaction of the City of Los Angeles Department of Building and Safety. **MM E-3:** The Applicant must comply with LARWQCB's General NPDES Permit and General Waste Discharge Requirements (WDRs) (Order No. R4-2003-0111, NPDES No. CAG994004) governing construction-related dewatering discharges (the "General Dewatering Permit").	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LADBS		
Land Use and Planning					
Project-Specific Mitigation Measures **MM F-1:** The Applicant shall obtain all applicable permits	Plan approval	Pre-Construction	LADBS		

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from the Building and Safety Department (and other state and municipal agencies, as may be required) for Project construction actions.					
Mineral Resources					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A

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Noise					
Code-Required Measures **CR G-1:** The Applicant shall comply with the LAMC, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. **CR G-2:** The Applicant shall ensure exterior construction and demolition activities are limited to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday except as may be permitted by the Los Angeles Board of Police Commissioners pursuant to Los Angeles Municipal Code Section 41.40. If extended construction hours are permitted by the Los Angeles Board of Police Commissioners, the following additional measures shall be implemented for any construction hours outside of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday: • Conduct regular ambient noise level readings to ensure that noise levels at the nearest residential uses to the Project Site do not exceed the ambient noise level by 5 dBA. If the measured noise levels during the night shift exceed the ambient noise levels by 4.0 dBA at the residential sensitive uses, the contractor shall evaluate and employ alternative construction methods to ensure that the construction activities shall not exceed the existing ambient noise levels by 5 dBA at the residential sensitive uses; • Utilize additional sound blankets and sound walls to reduce noise levels;	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC; LADBS; Los Angeles Department of Transportation (LADOT); DCP, as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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• Disable all equipment back up bells; • Prohibit crane horns for signaling; • Limit the use of radio contact on-site; • Use electricity to power lighting to reduce noise levels; • Position lighting to avoid spill onto properties outside of Exposition Park; • Stage materials on the Project Site during the Daytime Shift, to the extent feasible, to reduce activities occurring during the Nighttime Shift; and • Coordinate with the Office of Exposition Park Management to ensure that extended construction hours shall not conflict with any scheduled Exposition Park activities. ***Project Design Features*** **PDF L-1:** During non-event days, the amplified program sound system shall be designed so as not to exceed a maximum noise level of 85 dBA L_{eq} and 75 dBA L_{eq} at a distance of 50 feet within the Northwest Plaza and the Figueroa Street frontage, respectively. **PDF L-2:** A 12-foot-high temporary and impermeable sound barrier shall be erected at the Grand Avenue Site along the eastern property line adjacent to the sign construction area. The length of the barrier shall be sufficient (approximately 100 feet) to block the line-of-sight between any construction equipment used on-site for sign installation and the residential uses located approximately 80 feet to the east. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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reduction at ground level. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. ***Project-Specific Mitigation Measures*** **MM G-1:** The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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to the extent possible. **MM G-2:** The Applicant shall ensure all construction equipment engines be properly tuned and muffled according to manufacturers' specifications. For example, Table IV.G-6 in the Certified EIR indicates that noise levels of 82 dBA at 50 feet could be reduced to a noise level of 76 dBA at 100 feet with the proper use of mufflers. **MM G-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. **MM G-4:** The perimeter of the Project Site shall be enclosed with a temporary barrier wall for security and noise protection purposes during project construction. This barrier wall shall consist of a solid, heavy vinyl material or 0.75-inch plywood positioned to block direct line of sight from the active construction areas and other open space areas and sensitive uses.					
Population, Housing, and Employment					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Fire Services					
Project-Specific Mitigation Measures **MM H.1-1:** Sprinkler systems shall be required throughout any structure to be built, consistent with the LAMC requirements for public venue structures (Section 57.903).	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction	LAMCC; Los Angeles Fire Department (LAFD); DCP,		

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MM H.1-2: All first-story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant (Section 57.507.3.2).			as applicable		
MM H.1-3: The maximum distance between fire flow hydrants on the roads and fire lanes in a high-density residential and commercial area is 300 feet.					
MM H.1-4: Any person owning or having control of any facility, structure, group of structures or premises shall provide and maintain Fire Department access (Section 57.4701.4).					
MM H.1-5: If any portion of the first story exterior walls of any building structure is more than 150 feet from the edge of the roadway of an approved street, an approved fire lane shall be provided so that such portion is within 150 feet of the edge of the fire lane. (Section 57.503.1.4)					
MM H.1-6: When required access is provided by an improved street, fire lane or combination of both which results in a dead-end in access of 700 feet in length from the nearest cross street, at least one additional ingress-egress roadway shall be provided in such a manner that an alternative means of ingress-egress is accomplished (Section 57.503.1.5).					
MM H.1-7: All public and private streets shall be dedicated and improved in conformance with Board of Public Works, Standard Dimension Plan, Number D-22549.					
MM H.1-8: Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade.					
MM H.1-9: Fire lanes, where required, and dead ending streets, shall terminate in a cul-de-sac or other					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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approved turning area. **MM H.1-10:** All access roads, including fire lanes, shall be maintained in an unobstructed manner. Removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area (Section 57.503.4.2). **MM H.1-11:** Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.					
Public Services—Police Protection					
Project-Specific Mitigation Measures **H.2-1:** The Applicant shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers. **H.2-2:** Event Sponsors at the Project Site shall employ private security guards to monitor and secure the Project Site during events and deter any potential criminal activity. **H.2-3:** The Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Project. The plan shall be coordinated with the LAPD and a copy of the said plan shall be filed with the LAPD Central Bureau commanding Officer. Said security plan	Field check to confirm implementation.	Construction; Operation	LAMCC; Los Angeles Police Department (LAPD); DCP, as applicable		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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may include some or all of the following components: i. Provisions for an on-site private security force that shall provide 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and walkways, parking lots, and stairwells. ii. The VIP parking lot on the Project Site shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system. iii. The proposed security shall incorporate low level and directional lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.					
Public Services—Schools					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Park and Recreation					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Public Services—Other Public Facilities					

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No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Traffic/Transportation/Parking					
Project Design Features **PDF O-1:** The Applicant shall coordinate construction parking through the Exposition Park General Manager. To the degree that any portion of Parking Lot 6 is required for parking for events occurring in Exposition Park during Modified Project construction, adequate parking supplies shall be provided either by requiring all construction workers to park on the Project Site during those events, or requiring the Applicant to secure temporary off-site parking facilities for event users in the numerous nearby lots (such as those maintained by the University of Southern California). **PDF O-2:** Attendance at conference facility functions on non-event weekdays starting between 7:00 and 10:00 A.M. shall be limited to 261 attendees, and attendance at conference facility functions on non-event weekdays starting or ending between 3:00 and 6:00 P.M. shall be limited to 430 attendees. **PDF O-3:** A maximum of 8,000 sf of uses within the proposed food hall/marketplace may be open for business during the weekday A.M. peak hour. The team store, other retail uses, and all other restaurant uses shall not open for business until 10:00 A.M. or later. **PDF O-4:** For periods at least two hours before, during, and two hours after games/events at the proposed stadium, the Ancillary Uses shall be open only to	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC; DCP, as applicable		

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ticket-holding game/event patrons. For events at the adjacent Coliseum reasonably anticipated to equal or exceed 25,000 patrons in attendance, including USC home football games, the Ancillary Uses shall be open only to ticket-holding patrons of those events for periods at least three hours before, during, and two hours after the events.					
PDF O-5: Construction activities shall be scheduled so that no more than 70 construction worker vehicles are scheduled to arrive at the Project Site between the hours of 7:00 A.M. and 9:00 A.M.					
PDF O-6: The Applicant shall coordinate with Metro on appropriate service levels for Metro transit services on stadium event days, including but not limited to the Expo Light Rail.					
Project-Specific Mitigation Measures					
MM G-1: The Applicant shall prepare a Construction Management Plan detailing proposed haul routes and staging areas for the transportation of materials and equipment, with consideration for sensitive uses in the neighborhood. The Construction Management Plan shall be submitted for approval by LADOT and the Department of Building and Safety prior to the issuance of any permits. The Construction Management Plan shall include the following requirements: • The preferred haul route to and from the Project Site shall be Martin Luther King, Jr. Boulevard to and from the Harbor Freeway. Trucks shall not be permitted to travel along local residential streets. • A flagman shall be placed at the truck entry					

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and exit from the Project Site onto Martin Luther King, Jr. Boulevard to control the flow of exiting trucks. • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed for land uses in proximity to the Project Site during construction of the Modified Project. • In the event of a lane or sidewalk closure, a worksite traffic control plan, approved by the City of Los Angeles, shall be implemented to route traffic or pedestrians around any such lane or sidewalk closures. • The locations of truck staging shall be identified and measures shall be included to ensure that trucks use the specified haul route and do not travel through nearby residential neighborhoods. • Vehicle movements shall be scheduled to minimize vehicles waiting off-site and impeding public traffic flow on the surrounding streets. • Requirements shall be established for the loading, unloading, and storage of materials on the Project Site. • Requirements shall be established for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
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ensure the safety of pedestrian and access to local businesses. • The Applicant shall coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses. • If the construction periods for the Modified Project and the My Figueroa Street improvement project overlap, the Applicant shall coordinate with the City to minimize the potential combined effects of the two projects to the extent possible. **MM J-1:** Combined with the Coliseum, the campus supervised by the Coliseum Commission currently holds events ranging from 500 to 93,000 people in attendance. The Applicant and USC shall schedule events at the two facilities in such a manner that the event attendance size at the two venues combined does not exceed 93,000 people. **MM J-2:** The Applicant shall coordinate with Metro Bus Operation Control Special Events Coordinator at 213-922-4632 and LADOT Staff regarding construction activities that may affect Metro and LADOT bus line operations.					
Utilities and Service Systems—Wastewater					
No project design features or mitigation measures are proposed or required.	N/A	N/A	N/A	N/A	N/A
Utilities and Service Systems—Water					
Project Design Features **PDF P-1:** The Modified Project would reduce indoor potable water demand by at least 20 percent below	Plan approval; Field check to confirm implementation.	Pre-Construction; Operation	LAMCC; DCP, as applicable		

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Section 5.303.3 of the 2013 California Green Building Standards Code—January 1, 2014, Errata.					
Project-Specific Mitigation Measures					
MM I.2-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles: • High-efficiency toilets (1.28 gallons per flush or less, includes dual flush); • High-efficiency dual flush toilets in single-use bathrooms; • High-efficiency urinals (0.125 gallons per flush or less, includes waterless urinals); • Restroom faucet flow rate of 0.35 gallons per minute or less; • Public restroom self-closing faucets; • Showerhead flow rate of 1.5 gallons per minute or less; • Limit of one showerhead per shower stall; • High-efficiency clothes washers (water factor of 6.0 or less);					

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• High-efficiency dishwashers (ENERGY STAR rated); • Use of tankless and on-demand water heaters as feasible; • Cooling towers must be operated at a minimum of 5.5 cycles of concentration; • Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities. • Strict prohibition of single-pass cooling; (Note: Single-pass cooling refers to the use of potable water to extract heat from process equipment) • Irrigation system requirements: – Weather-based irrigation controller with rain shutoff; – Flow sensor and master valve shutoff (large landscapes); – Matched precipitation (flow) rates for sprinkler heads; – Drip/microspray/subsurface irrigation where appropriate; – Minimum irrigation system distribution uniformity of 75 percent; – Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials; – Use of landscape contouring to minimize					

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precipitation runoff; • Metering: – All irrigated landscapes of 5,000 square feet or more require separate metering or submetering; • Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary); • Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.					
Utilities and Service Systems—Solid Waste					
PDF P-2: A minimum of 20 percent of all Construction Specifications Institute (CSI) divisions three through ten building materials and products for development, measured by cost, shall consist of pre-consumer and post-consumer recycled content or shall be manufactured within a 500-mile radius of the Project Site. **PDF P-3:** During operation, the Modified Project shall: • Divert solid waste from landfills through robust recycling, the donation of durable goods, and implementing a front-of-house composting program that includes sourcing biodegradable concessions packaging. The composting program shall incorporate appropriate odor management practices to reduce odor emissions at adjacent receptors. Examples of such practices include nutrient balance, temperature, moisture content, and	Field check to confirm implementation.	Construction; Operation	LAMCC; DCP, as applicable		

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aeration control. • Utilize a minimum of 90 percent of on-going consumable paper, janitorial, and lighting products that meet the following criteria: – Bio-based materials and/or chemicals – Minimal presence of exposure to potentially harmful chemicals – No Volatile Organic Compounds (VOC) – Biodegradable – Non-toxic – Low flammability ***Project-Specific Mitigation Measures*** **MM I.4-1:** The Applicant shall develop a construction and demolition debris recycling program to divert a minimum of 75 percent of construction related solid waste and demolition debris from area landfills. **MM I.4-2:** The Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. The Applicant shall demonstrate through annual compliance reports submitted to the City of Los Angeles Department of Public Works, Bureau of Sanitation, an annual operational diversion rate of at least 40 percent.					
Utilities and Service Systems—Energy					
Project Design Features **PDF P-4:** The Modified Project shall explore the feasibility of additional energy efficiency options as applicable to demonstrate compliance with AIA2030 challenge goal of 60-percent reduction	Plan approval; Field check to confirm implementation.	Pre-Construction; Construction; Operation	LAMCC; DCP, as applicable		

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from the 2003 Commercial Building Energy Consumption Standard (CBECS) for "Public Assembly—Recreation" facilities. The CBECS baseline for similar building types is 65 kBtu/sf. In order to achieve a 60-percent reduction the Modified Project shall investigate setting an energy consumption goal of 26 kBtu/sf.					
PDF P-5: The Modified Project shall explore the feasibility of achieving a 10-percent reduction in energy use below the 2013 California energy efficiency standards (Title 24, Part 6). In so doing, the Modified Project shall register for the savings of the design program.					
Project-Specific Mitigation Measures					
MM I.3-1: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.					
MM I.3-2: The Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following: • A variable air-volume system that results in minimum energy consumption and avoid hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air conditioning equipment in accordance with building demands; • The isolation of air conditioning to any					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
selected floor to floors; and • Where feasible, reduce building conditioning load by reducing the amount of conditioned building area.					
MM I.3-3: The Proposed Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors then to mechanical spaces before being exhausted.					
MM I.3-4: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from buildings, via ceiling plenum, shall be used to reduce cooling loads in warm weather.					
MM I.3-5: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.					
MM I.3-6: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads.					
MM I.3-7: The Applicant shall conduct a performance check of the installed space-conditioning system prior to the issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.					
MM I.3-8: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
more light and, thus, increase lighting efficiency. **MM I.3-9:** White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat, and be Energy Star rated. **MM I.3-10:** Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings in accordance with the following specifications as feasible: • Exterior walls abutting to conditioned spaces: R-60 • Roof areas abutting conditioned spaces: R-80[b] **MM I.3-11:** Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. **MM I.3-12:** The Applicant shall install heating-rejecting window treatments, such as films, blinds, draperies, or other on appropriate exposures. **MM I.3-13:** The Applicant shall install light-emitting diode (LED), fluorescent, and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces. **MM I.3-14:** The Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.					

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date
MM I.3-15: The Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption. **MM I.3-16:** The Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. **MM I.3-17:** Mechanical systems (HVAC) and lighting building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. **MM I.3-18:** The Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures**.** **MM I.3-19:** Design Project shall focus pedestrian activity within sheltered outdoor areas.					
Additional Project Design Features					
Project Design Features **PDF Q-1:** All street trees to be removed shall be replaced on a 2:1 replacement ratio in compliance with the City of Los Angeles Department of Public Works' Bureau of Street Services, Urban Forestry Division's policies. Mexican fan palm (*Washingtonia robusta)* replacement trees shall be 36-inch box (22-foot brown trunk height). Chinese elm (*Ulmus Parvifolia*) replacement trees shall be 48-inch box. **PDF Q-2:** Separate from the required replacement of any street trees, the Project Applicant shall plant 10 Mexican fan palms in the Figueroa Corridor or within five blocks of the Figueroa Corridor in a location to be determined in consultation with Los Angeles City Council District 9.	Permit approval; Field inspection and sign-off by Urban Forestry Division.	Construction	Los Angeles Department of Public Works		

Mitigation Measure/Project Design Features[a]	Action Required	Monitoring Phase	Responsible Agency	Compliance Verification	
				Initial	Date

[a] *PDF = Project Design Feature*

MM = Mitigation measure (most were set forth in the Certified EIR for the Original Stadium Project).

CR = Code-required measure (most were set forth in the Certified EIR for the Original Stadium Project).

MP = The "MP" prefix identifies mitigation measures set forth in the Addendum for the Modified Project that would be implemented in addition to the mitigation measures set forth in the Certified EIR for the Original Stadium Project.

[b] *Insulation is rated in terms of thermal resistance, called R-value, which indicates the resistance to heat flow. The higher the R-value, the greater the insulating effectiveness. The R-value of thermal insulation depends on the type of material, its thickness, and its density.*

Source: Eyestone Environmental, 2018.

Appendix B

Lighting Technical Report

Prepared by Francis Krahe & Associates

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LIGHTING TECHNICAL REPORT

August 7, 2018

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1. Introduction

1.1 Summary of Report Organization

This Lighting Technical Report (Report) by Francis Krahe & Associate Inc. analyzes the lighting related to the proposed Los Angeles Football Club (LAFC) Freeway Signs located at 1320 W 12th Place, Los Angeles, California (12th Site) and 3912 S Grand Avenue, Los Angeles, California (Grand Site) (12th Site and Grand Site are collectively referred to as the "Project Sites" the signs proposed for 12th Site and Grand Site are collectively referred to as the "Project"). The Project includes a sign at each Project Site listed above, and each sign includes digital LED animated faces, static signage, halo and border lighting. The Project will support operations of the LAFC Major League Soccer stadium located within Exposition Park.

This Report examines the existing lighting conditions within and surrounding the Project Sites, reviews the applicable lighting metrics and regulations pertaining to lighting, and analyzes the Project's illuminated signs to evaluate potential lighting impacts on surrounding properties.

The methods of analysis utilized for this Report are based upon the recommended practices established by the Illuminating Engineering Society of North America (IESNA) for the practice of illumination engineering design and application, and the actual measurements of light sources and illuminated surfaces.

1.2 Project Description

This Report analyzes the Project's potential lighting impacts for the signs proposed for the 12th Site and the Grand Site.

12th Site (1320 West 12th Place) Sign

- For the 12th Site, the Project proposes a sign to the west of State Route 110 Harbor Freeway at 1320 West 12th Place. The 12th Site Sign would have a rectangular structure atop the sign's structural support and would reach a maximum height of approximately 135 feet. The rectangular sign structure would be approximately 46 feet from west to east and 12 feet from north to south. The 12th Site Sign would include a 46 feet wide sign face directed to traffic traveling north on the 110 Harbor Freeway, a 12 feet wide sign face directed east toward the 110 Harbor Freeway, and a 46 feet wide sign face directed to traffic traveling south on the 110 Harbor Freeway.
- The north, south, and east facing sides of the sign would include the following illuminated sign components (the west facing side would not be illuminated):
    - Portrait oriented digital displays, which would be high-resolution light emitting diode (LED) signs. The north and south facing digital display would be approximately 50 feet tall by 41 feet wide. The east facing digital display would be approximately 50 feet tall and 10 feet 10 inches wide. The digital displays would be located approximately 70 feet 10 inches above grade. The sign area for the north and south facing digital display is approximately 2,050 square feet. The sign area for the east facing digital display is approximately 542 square feet. The total sign area for the three digital displays is 4,642 square feet.
    - Illuminated text for static signage including stadium identity, team identity, and fixed sponsorship signs.

    - Illuminated accent lighting for the LAFC "wings" with exposed white LED border tube lighting and white LED halo lighting at the top of the sign structure.
- Full details of the 12th Site Sign are included in Appendix A of this Report.

Grand Site (3912 South Grand Avenue) Sign

- For the Grand Site, the Project proposes a sign to the east of State Route 110 Harbor Freeway at 3912 South Grand Avenue. The Grand Site Sign would have a rectangular structure atop the sign's structural support and would reach a maximum height of approximately 135 feet. The rectangular sign structure would be approximately 46 feet from west to east and 12 feet from north to south. The Grand Site would include a 46 feet wide sign face directed to traffic traveling north on the 110 Harbor Freeway, a 12 feet wide sign face directed west to the 110 Harbor Freeway, and a 46 feet wide sign face directed to traffic traveling south on the 110 Harbor Freeway.
- The north, south, and west facing sides of the sign would include the following illuminated sign components (the east facing side would not be illuminated):
    - Portrait oriented digital displays, which would be high-resolution light emitting diode (LED) signs. The north and south facing digital display would be approximately 50 feet tall by 41 feet wide. The west facing digital display would be approximately 50 feet tall and 10 feet 10 inches wide. The digital displays would be located approximately 70 feet 10 inches above grade. The sign area for the north and south facing digital display is approximately 2,050 square feet. The sign area for the west facing digital display is approximately 542 square feet. The total sign area for the three digital displays is 4,642 square feet.
    - Illuminated text for static signage including stadium identity, team identity, and fixed sponsorship signs.
    - Illuminated accent lighting for the LAFC "Wings" with exposed white LED border tube lighting and white LED halo lighting at the top of the sign.
- Full details of the Grand Site Sign are included in Appendix B of this Report.

1.3 Summary of Methodology

Light exposure within this Report is evaluated based on the following technical criteria:

Light Trespass: the light that falls on a property but originates on an adjacent property. Light trespass is expressed in terms of illuminance.[1]

[1] Illuminance measures the amount of illumination (i.e., luminous flux) that falls on a given area from a light source. Luminous flux is defined as the mean value of total candelas produced by a light source, and describes the total amount of light emitted by a light source. The unit for measuring luminous flux is a lumen. Illuminance is measured in foot-candles (lumen per square foot, or the light energy within one square foot surface). Illuminance decreases with the square of the distance from the light source.

Glare/Contrast: According to the IESNA 10th Edition Handbook (the Handbook)“ glare occurs in two ways: when either the *luminance*[2] is too high, or luminance ratios are too high"[3]. The first factor, “luminance”, is evaluated by measuring the maximum luminance of the light source. The second factor, “luminance ratios”, is evaluated by the ratio of the maximum luminance as compared to the luminance within the field of view visible at an observer position. This ratio is referred to as “contrast”, and is determined by the variation of luminance. “High,” “Medium,” and “Low” contrast are terms used to describe effect of the contrast ratios (the ratio of peak measured luminance to the average within a field of view) of greater than 30:1, between 10:1 and 30:1, and below 10:1, respectively. Contrast ratios above 30:1 are generally uncomfortable for the human eye to perceive.[4]

2. Glossary of Lighting Terminology

Discussions of lighting issues include precise definitions, descriptions or terminology of the specific lighting technical parameters. The following glossary summarizes explanations of the technical lighting terms utilized in this Report and the related practice standards to facilitate discussion of these issues. The following technical terms are used in this Report.

Brightness: The magnitude of sensation that results from viewing surfaces from which light comes to the eye. This sensation is determined partly by the measurable luminance of the source and partly by the conditions of observation (Context), such as the state of adaptation of the eye. For example, very bright lamps at night appear dim during the day, because the eye adapts to the higher brightness of daylight.

BUG Rating: A luminaire classification system established in *IES TM-15-11*, BUG Ratings Addendum that provides for uniform assessment of the directional characteristics of illumination for exterior area lighting. BUG is an acronym composed of Backlight, Uplight, and Glare. BUG ratings are based on a zonal lumen calculations for secondary solid angles defined in *IES TM-15-11*.

Candela: Measure of light energy from a source at a specific standard angle and distance. Candela (cd) is a convenient measure to evaluate output of light from a lamp or light fixture in terms of both the intensity of light and the direction of travel of the light energy away from the source.

Contrast: Calculated evaluation of high, medium and low contrast of visible light sources or surfaces within the Project Site by a ratio of luminance. Contrast is the ratio of one surface luminance to a second surface luminance or to the field of view. Contrast exceeding 30 to 1 are usually deemed uncomfortable; 10 to 1 are clearly visible; and less than 3 to 1 appear to be of equal intensity.

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[2] Luminance describes the brightness of an illuminated surface. Luminance is a measure of reflected light from a specific surface in a specific direction over a standard area. It is measured in footlamberts (candelas per square foot). A candela is defined as a measure of light energy from a source at a specific standard angle and distance. Metric equivalent for Luminance is candelas per square meter, or nits.

[3] IESNA 10th Edition, Section 4.10 Glare, page 4.25.

[4] IESNA 10th Edition, Section 4.10.1 Discomfort Glare, page 4.26

Context: Describes the view towards the Project from the receptor site including visible light sources or illuminated surfaces and visual obstructions.

Coverage: Extent portion of the field of view covered by visible Project Site area.

Cutoff Angle: The angle which describes the maximum limit of light projected from a source, measured from the centerline of the light source aiming direction. All light emitted by the source, either directly from the light source or a diffusing element, or indirectly by reflection or refraction from any part of the light fixture, is projected in a direction with fixed angular limits as determined by photometric test. Any structural part of the light source providing shielding to define the cutoff angle must be permanently affixed. In other words, no light shines beyond the angles defined as the cutoff angle, either horizontally or vertically from any part of the light source.

Extent: Visual description of prominence of the Project Site and lighting elements within the field of view. Describes visible illuminated features, and the extent of the field of view (180 degrees) covered by the Project Site and illuminated objects.

Glare: Glare is visual discomfort experienced from high luminance or high range of luminance. For exterior environments at night, glare occurs when the range of luminance in a visual field is too large. The light energy incident at a point is measured by a scale of footcandles or lux, and is described in the technical term Illuminance. This incident light is not visible to the eye until it is reflected from a surface, such as pavement, wall, dust in the atmosphere or the surface of a light bulb. The visible brightness of a surface is measured in footlamberts (or metric equivalent candelas per square meter) and is described by the term Luminance.

The human eye processes brightness variations across a very broad spectrum of intensities. The range of brightness generated by direct noon sun versus a moonlight evening is over 5000 to 1. Human eyes are capable of accommodating to this range of intensities given adequate time to adjust. However, the eye cannot process brightness ratios of more than 30 to 1 within a view without discomfort. See IESNA 10th Edition Handbook, Section 4.10.1, Discomfort Glare and Section 10.9.2 Calculating Glare.

For the purpose of this analysis, brightness of light sources may be described subjectively by the following criteria:

High Contrast Conditions: View of light fixture emitting surface, such as a lens, reflector, or lamp, where brightness contrast ratio exceeds 30 to 1 (source Luminance to background Luminance ratio in footlamberts).

Medium Contrast Conditions: Brightly lighted surfaces where contrast ratio exceeds 10 to 1, but is less than 30 to 1 (lighted surface Luminance to background Luminance ratio in footlamberts).

Low Contrast Conditions: Illuminated surfaces where contrast ratio exceeds 3 to 1, but less than 10 to 1 (source Luminance to background Luminance ratio in footlamberts). Contrast ratios less than 3 to 1 are observed to be uniformly illuminated.

Illuminance: Illuminance is the means of evaluating the density of Luminous Flux. Illuminance indicates the amount of Luminous Flux from a light source falling on a given area. Illuminance is measured in footcandles (fc) which is the lumens per square foot, or Lux (lumens per square meter). Illuminance need not necessarily be related to a real surface since it may be measured at

any point within a space. Illuminance is determined from the Luminous intensity of the light source. Illuminance of a point source decreases with the square of the distance from the light source (see Inverse Square Law definition).

Horizontal Illuminance: Illuminance incident upon a horizontal plane. The orientation of the illuminance meter or calculation point will be 180° from Nadir.

Vertical Illuminance: Illuminance incident upon a vertical plane. The orientation of the illuminance meter or calculation point will be 90° from Nadir.

Inverse Square Law: In physics, an inverse-square law is any physical law stating that a specified physical quantity or intensity is inversely proportional to the square of the distance from the source of that physical quantity. The fundamental cause for this relationship can be understood as geometric dilution corresponding to point-source radiation into three-dimensional space (see Figure 1). The divergence of a vector field which is the resultant of radial inverse-square law fields with respect to one or more sources is everywhere proportional to the strength of the local sources, and hence zero outside sources. Newton's law of universal gravitation follows an inverse-square law, as do the effects of electric, magnetic, light, sound, and radiation phenomena. Thus, Illuminance decreases with the square of the distance from the light source.

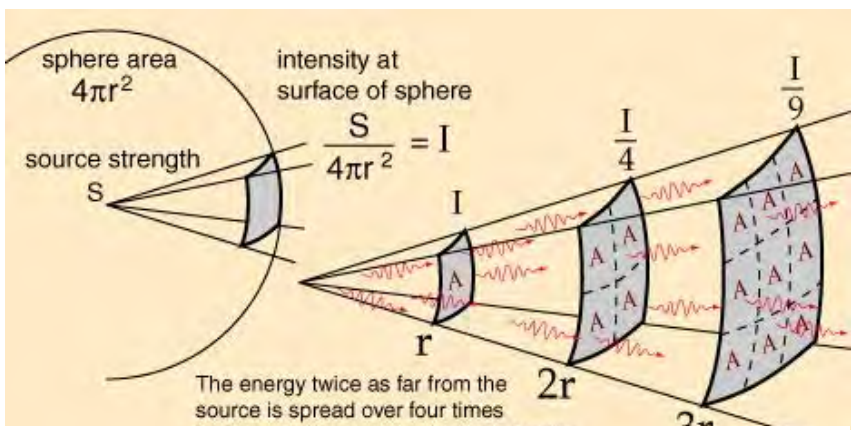

Figure 1: Inverse Square Law Diagram

Light Output Direction: Luminaires for general lighting are classified in accordance with the percentages of total luminaire output emitted above and below horizontal. The light distribution curves may take many forms within the limits of upward and downward distribution, depending upon the type of light and the design of the luminaire.

Lighting Array: An installation of multiple light sources or lamps where the distance between each lamp or light source within the Lighting Array is less than 5 feet on center in any direction from any other source.

Light Source: Device which emits light energy from an electric power source.

Light Trespass: Electric light from subject property incident onto adjacent properties, measured in footcandles or lux, usually analyzed by measurement at or near the adjacent property line.

Luminaire: A complete lighting unit consisting of a light source and electrical power source together with the parts designed to distribute the light, to position and protect the light source, and to connect the light source to the power supply. Also referred to as a Light Fixture.

Luminance: Luminance is a measure of emissive or reflected light from a specific surface in a specific direction over a standard area. Luminance is measured in footlamberts (fL) (Candela per square foot) or cd/m^2 (Candela per square meter). 1fL = 3.43 cd/m^2.

Whereas Illuminance indicates the amount of Luminous Flux falling on a given surface, Luminance describes the brightness of an illuminated or luminous surface. Luminance is defined as the ratio of luminous intensity of a surface (Candela) to the projected area of this surface (m^2 or ft^2).

Luminous Flux: Mean value of total Candelas produced by a light source. Luminous Flux describes the total amount of light emitted by a light source. The unit for measuring Luminous Flux is Lumen (lm).

This radiation could basically be measured or expressed in watts. This does not, however, describe the optical effect of a light source adequately, since the varying spectral sensitivity of the eye is not taken into account. To include the spectral sensitivity of the eye the Luminous Flux is measured in lumen. Radiant Flux or 1 W emitted at the peak of the spectral sensitivity (in the photopic range at 555 nanometers produces a Luminous Flux of 683 lumen). The unit of lumen does not define direction.

3. Regulatory Framework

The City of Los Angeles Municipal Code (LAMC) regulates lighting with respect to signage and light trespass (i.e., the spillover of light onto adjacent light-sensitive properties). The City also enforces the building code requirements of the California Building Code .

Regulations applicable to the Project include the 2016 versions of the Los Angeles Building Code, and the California Building Code.

In addition, the Project is subject to the Coliseum and Soccer Stadium Sign District (Sign District).

3.1 Los Angeles Municipal Code

The LAMC includes the following sections pertaining to illumination relevant to signs:

- Chapter 1, Article 4.4, Sec. 14.4.4 E: E.:

  "**Sign Illumination Limitations**. No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three foot candles above ambient lighting, as measured at the property line of the nearest residentially zoned property."

- Chapter 9, Article 3, Div. 1, Sec. 93.0117:
  a) "The provisions of this section shall apply to any exterior luminaire, multi-head luminaire, lamp holder or sign light source.
  b) No person shall construct, establish, create, or maintain any stationary exterior light source that may cause the following locations to be either illuminated by more than two footcandles (21.5 lx) of lighting intensity or receive direct glare from the light source. Direct glare, as used in this subsection is a glare resulting from high luminances or insufficiently shielded light sources that is in the field of view.
- Any exterior glazed window or sliding glass door on any other property containing a residential unit or units.

- Any elevated habitable porch, deck or balcony on any other property containing a residential unit or units.
- Any ground surface intended for use but not limited to recreation, barbecue, or lawn areas on any other property containing a residential unit or units."

3.2 Coliseum and Soccer Stadium Sign District (Ordinance 184,290)

The Sign District regulates signs within the Sign District with regulations that are in addition to those set forth in the planning and zoning provisions of the LAMC. As part of the Project, LAFC will seek an amendment to the Sign District to specifically include the Project's signs as Stadium Freeway Signs within the Sign District's Freeway Zone.

The Sign District provides regulations with respect to illumination for signs within the Sign District's Soccer Stadium Zone and South Parking Lot Zone. While these regulations do not specifically apply to Stadium Freeway Signs in the Freeway Zone, the Project's signs have been designed consistent with the Sign District's illumination regulations for the Soccer Stadium Zone and South Parking Lot Zone. Specifically, the Sign District provides the following illumination standards for the Soccer Stadium Zone and South Parking Lot Zone:

(i) Illuminance from signs shall not exceed 0.6 footcandles above ambient illuminance.

(ii) All illuminated signs shall have a brightness after sunset and before sunrise of no greater than 600 candelas per square meter. (Sign District Section 8.I.)

To evaluate compliance with the Sign District lighting regulations, Section 8.1(e)(v) of the Sign District provides that the sign brightness and illuminance shall be measured for each sign individually at an angle that is within 6 degrees perpendicular to the Sign Face, and from a distance as defined by the following formula:

Measurement Distance (in feet) = $\sqrt{DisplayArea\ x\ 100}$ where Display Area is the area of the sign display in square feet.

3.3 California Code of Regulations, Title 24

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code, consists of regulations to control building standards throughout the State. The following components of Title 24 include standards related to sign lighting:

California Energy Code (Title 24, Part 6)

- Section 130.3 stipulates Sign Lighting controls with any outdoor sign that is ON day and night must include a minimum 65 percent dimming at night. Section 140.8 of the CEC sets forth lighting power density restrictions for signs..

4. IESNA Recommended Practices

The Illuminating Engineering Society of North America (IESNA) recommends illumination standards for a wide range of building and development types. These recommendations are widely recognized and accepted as best practices and are therefore a consistent predictor of the type and direction of illumination for any given building type. For all areas not covered by the regulatory building code, municipal code or specifically defined requirements, the IESNA

standards are typically used as the basis for establishing the amount and direction of light. The IESNA standards do not address sign illumination performance criteria. However, the illumination principles with respect to light trespass and glare apply to all sources of light and therefore IESNA recommended practices are utilized in this Report.

5. Significance Threshold

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to aesthetics, including light and glare. The question that pertains to light and glare is as follows:

Would the project:

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

In the context of this threshold from Appendix G of the CEQA Guidelines, the *City of Los Angeles CEQA Thresholds Guide* states that the determination of significance shall be made on a case-by case- basis, considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Based on these factors, the LAMC requirements identified above, and the Sign District, the Project would have a significant impact with regard to artificial light or glare if:

- The Project's signs generate light emissions that produce light intensity exceeding 3.0 foot-candles at the property line of a residence or other sensitive receptor.
- The Project's signs generate light intensity exceeding 0.6 foot-candles above ambient illuminance or have a brightness after sunset and before sunrise that exceeds 600 candelas per square meter (cd/m^2). Sign illuminance and brightness shall be measured for each sign individually at an angle that is within 6 degrees perpendicular to the sign face, and from a distance as defined by the following formula:

Measurement Distance (in feet) = $\sqrt{DisplayArea\ x\ 100}$

where Display Area is the area of the sign display in square feet.

- The Project creates new high contrast conditions visible from a field of view from a sensitive receptor.
- The Project incorporates substantial amounts of highly reflective building materials or signage (i.e., daytime glare in areas that are highly visible to off-site glare-sensitive uses. The Project does not propose any highly reflective building materials or signage, which might reflect sun light and cause glare. Therefore, this element of the significance thresholds is not discussed further in this Report.

6. Existing Conditions

6.1 Introduction

The existing conditions within and adjacent to the Project Sites include industrial, residential, commercial office, retail properties, surface parking lots, State Route 110 Harbor Freeway, and adjacent City of Los Angeles streets. Existing lighting conditions are documented at the Receptor Site locations surrounding the Project Sites to comprehensively define the range of existing lighting conditions and views from the surrounding properties and streets to the Project Sites.

Illuminance (fc) and luminance (cd/m^2) were measured at each Receptor Site as per the procedures outlined in Section 7.1 Methodology, subsections 7.1-1 and 7.1-2 below. Views of each Project Site from the adjacent streets were evaluated to determine the visibility of the Project and the surrounding lighting conditions.

The following section provides a detailed description of each Receptor Site location and describes the lighting conditions at each Receptor Site.

6.2 Receptor Site Locations

Receptor Sites are utilized to describe and evaluate the existing lighting conditions at and surrounding the Project Sites to determine the maximum potential impacts that may result from light or glare onto adjacent sensitive receptors surrounding the Project Sites. The positions of the Receptor Sites were selected to evaluate the maximum potential impacts that may result from light or glare at surrounding sensitive receptors. Receptor Sites were selected based on their potential for greater light intensity associated with the Project Site, closer proximity to the Project Site, and view of the Project Site.

The following criteria are used to select potential Receptor Site locations:

- Project Light Visibility – Receptor Sites are analyzed that provide direct view of the areas of greatest light intensity from the Project.
- Proximity – Receptor Sites at the least distance to the Project Sites are analyzed. These locations are selected because light intensity decreases exponentially with distance[5]. Locations at a greater distance will experience less light intensity than nearby locations.

Figure 2 shows the 12th Site and the 12th Site Receptor Site locations. The approximate location of the proposed 12th Site Sign is shaded green and the adjacent residential use properties are shaded red. Receptor Site locations are indicated with a white circle.

Receptor Site R-A1: Receptor Site R-A1 is located on the west side of Albany Street, opposite to the northwest corner of the 12th Site. Receptor Site R-A1 was selected to evaluate the Project at the intersection of W 12th Place and Albany Street. The distance to the Project's nearest sign face, the 12th Site Sign's west facing sign face, is approximately 285 ft.

Receptor Site R-A2: Receptor Site R-A2 is located on the north side of W 12th Place, opposite the north corner of the 12th Site. Receptor Site R-A2 was selected to evaluate the Project at the

[5] The Inverse Square Law shows that the intensity of light diminishes at the square of the distance traveled. See the definition in Section 2, Glossary of Lighting Terminology for additional discussion.

nearest residential use. The distance to the Project's nearest sign face, the 12th Site Sign's north facing sign face, is approximately 142 ft.

Receptor Site R-A3: Receptor Site R-A3 is located on the west side of Albany Street, at the intersection of W 12th Street and Albany Street. The distance to the 12th Site north sign face is approximately 530 ft.

Receptor Site R-A4: Receptor Site R-A4 is located on the west side of Albany Street, southwest of the 12th Site. Receptor Site R-A4 was selected to evaluate the Project south of W 12th Street and Albany Street. The distance to the Project's south sign face is approximately 440 ft.

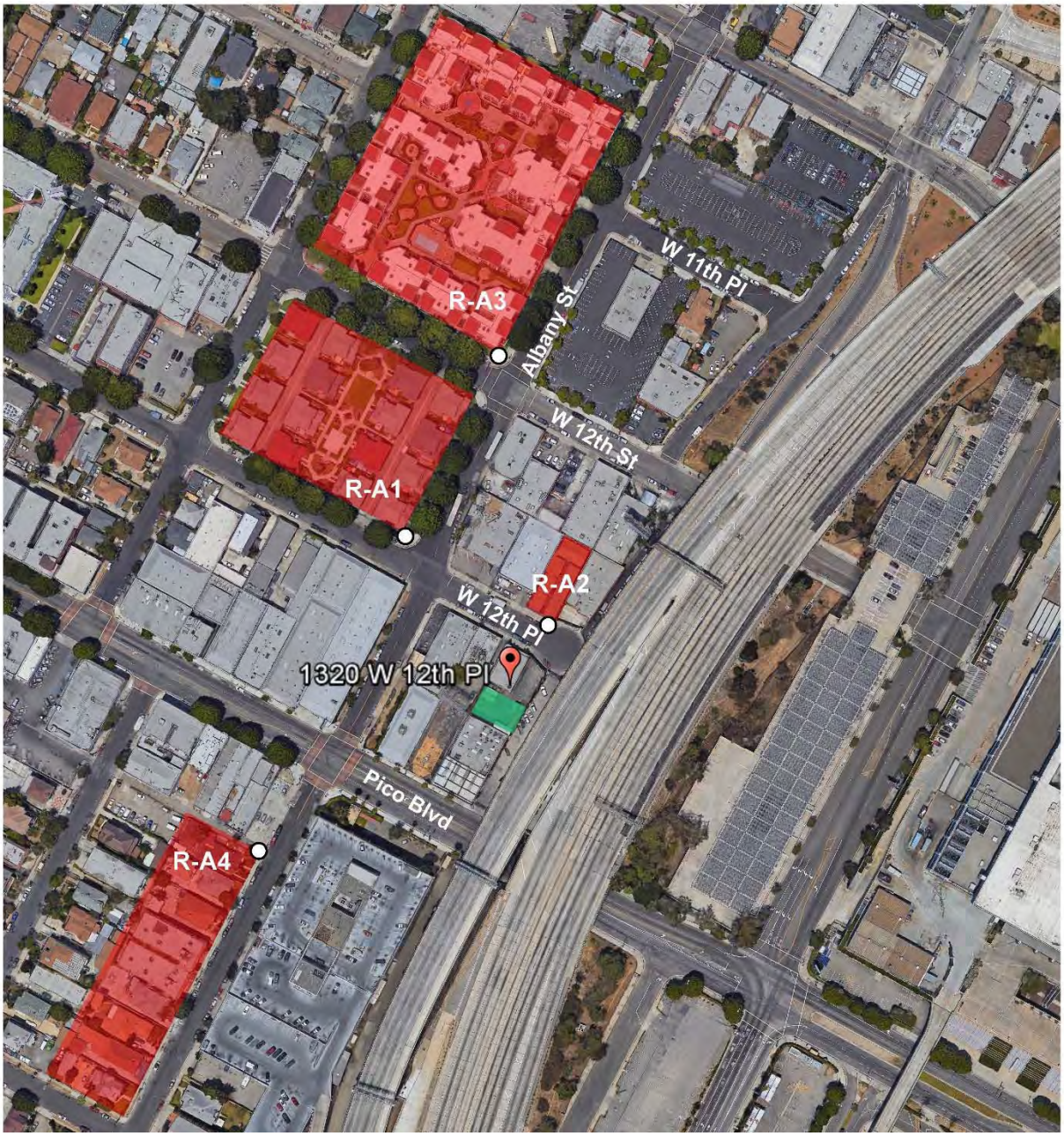

Figure 2: 12th Site, 1320 W 12th Place, and adjacent Receptor Sites

Figure 3 shows the Grand Site and the Grand Site Receptor Site locations. The approximate location of the proposed Grand Site Sign is shaded green and the adjacent residential zoned properties are shaded red. Receptor Site locations are indicated with white circle.

Receptor Site R-B1: Receptor Site R-B1 is located on the west side of S Flower Street, to the west of the CA State Route 110 Harbor Freeway, west of the Grand Site. Receptor Site R-B1 was selected to evaluate the Project at the nearest residential use to the west. The distance to the Grand Site Sign is approximately 481 ft.

Receptor Site R-B2: Receptor Site R-B2 is located near the north property line of the Grand Site. Receptor Site R-B2 was selected to evaluate the Project at the nearest use to the north. The distance to the Project's nearest sign face, the Grand Site Sign's north facing sign face, is approximately 300 ft.

Receptor Site R-B3: Receptor Site R-B3 is located at the east property line of the Grand Site. Receptor Site R-B3 was selected to evaluate the Project at the nearest use to the east. The distance to the Project's nearest sign face, the Grand Site Sign's west facing sign, is approximately 105 ft.

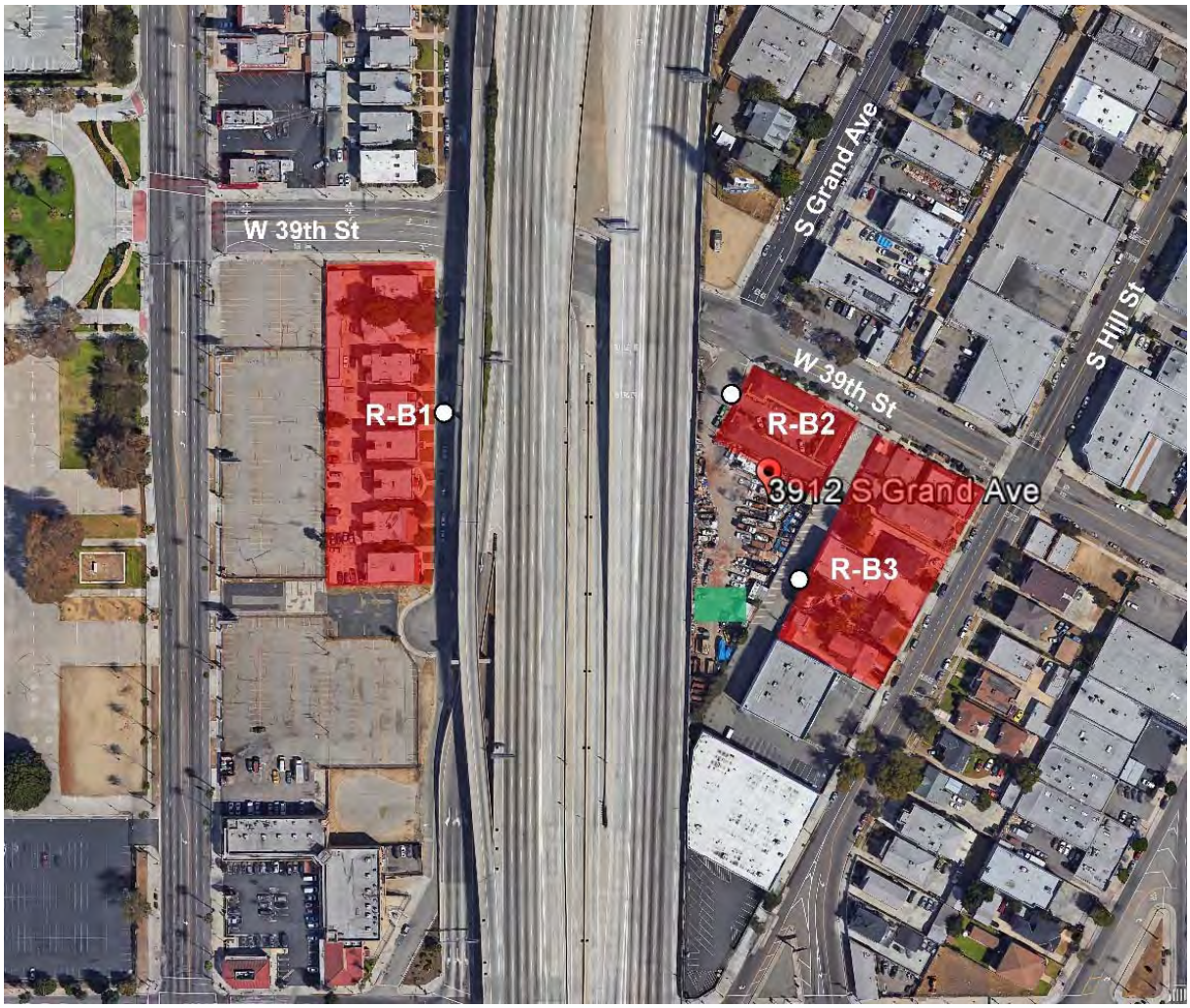

Figure 3: Grand Site, 3912 S Grand Avenue

There are no Receptor Sites analyzed to the south of the Grand Site since the nearest residential property is over 1,200 feet to the south of the Grand Site at West 41st Street. The view from West 41st Street to the Project Site is blocked by the State Route 110 exit ramps and by existing commercial buildings south of the Project Site.

6.3 Criteria

As established in Section 1.3, the following factors were used to assess the existing conditions at each Receptor site:

Table 1: Existing Conditions Lighting Criteria

Criteria	Metric	Procedure
Illuminance /Trespass	Measured illuminance (lux/footcandle) documented at each Receptor Site	Horizontal and vertical illuminance measurements at each Receptor Site with Minolta illuminance meter.[6]
Glare / Contrast	Observed existing conditions visible at each Receptor Site	Observed and measured luminance describing the conditions within the field of view to the Project Site from the Receptor Site in terms of visibility of the Project and the visible existing light sources, lighted surfaces, illuminated signs and obstructions that make up the field of view.

6.4 Receptor Site Survey Data

The observations and measurement of existing lighting conditions within and surrounding the Project Site are summarized below in relation to the evaluation factors established in Section 5, Significance Threshold.

6.4-1 Illuminance:

The measured Illuminance at each Receptor Site is summarized for the two Project Sites below in Tables 2 and 3. The measured illuminance defines the existing lighting conditions at the sensitive Receptor Sites in the vicinity of the two Project Sites.

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[6] Horizontal Illuminance measurements are recorded with the light meter held horizontally and the sensor at 180 degrees to the nadir at 3 feet above grade. Vertical illuminance measurements are recorded with the light meter in the vertical position and the sensor located 90 degrees from nadir at 3 feet above grade. For the Project, the vertical illuminance data is presented to identify the sum of all existing illuminance at the Receptor Sites from the direction of each Project Site. The existing lights at the Project Sites and at the surrounding streets vary in height from grade mounted flood lights to medium height light poles at approximately 25 feet above grade. This range of variation in height produces an angle of incidence to the light meter of less than 10 degrees for Receptor Sites at 125 feet from the Project Site and less than 5 degrees at distances above 300 feet. Because of these conditions, the vertical illuminance measurements are used in this Report to summarize values for incident illuminance at the Receptor Sites and is a more conservative measurement than perpendicular illuminance data.

Illuminance less than 1.0 fc is evaluated as “low illuminance”; 1.0 fc to 2.0 fc is evaluated as “medium illuminance”; 2.0 fc to 3.0 fc is evaluated as “high illuminance”; greater than 3.0 fc is considered “very high illuminance”.

12th Site: The highest existing horizontal illuminance levels was measured at Receptor Site R-A2 with 5.58 fc immediately adjacent to a city street light north of the 12th Site. The lowest horizontal illuminance was recorded at Receptor Site R-A1 at Albany Street near W 12th Street with 0.07 fc. The highest existing vertical illuminance level was recorded at Receptor Site R-A2 at W 12th Place at 2.56 fc. The lowest vertical illuminance was recorded at Receptor Site R-A1 at 0.09 fc.

The wide range of measured illuminance reflects the variation in ambient light conditions for the Receptor Sites. The illuminance is higher near the State Route 110 Harbor Freeway and adjacent industrial buildings and lowest near residential properties to the west and southwest of the 12th Site.

Table 2: 12th Site Measured Illuminance at Receptor Sites

12th Site Receptor Sites	Illuminance (fc)		Description
	Horizontal	Vertical	
R-A1	0.07	0.09	Low horizontal and vertical illuminance from distant street lights.
R-A2	5.58	2.56	Very high horizontal and high vertical illuminance from street lights, signs and adjacent freeway security lighting.
R-A3	1.60	0.83	Medium horizontal illuminance and low vertical illuminance from adjacent parking lot and security lighting
R-A4	0.59	1.05	Low horizontal and medium vertical illuminance from street lights, building lights and retail signs.

The measured illuminance is consistent with an urban lighting condition, with medium to high illuminance at the street and sidewalk within the public right of way, and low to medium illuminance within the adjacent commercial properties for safety and security. The 12th Site is surrounded by city street light poles, exterior security lighting, and parking lot light poles, which contribute to a bright night environment.

Grand Site: The highest existing horizontal illuminance levels were recorded at Receptor Site R-B2 at 3.44 fc immediately north of the Grand Site. The lowest horizontal illuminance was recorded at Receptor Site R-B3 with 0.11 fc. The highest existing vertical illuminance level was recorded at Receptor Site R-B2 at 0.51 fc. The lowest vertical illuminance was recorded at Receptor Site R-B1 at 0.11 fc.

The wide range of measured illuminance reflects the variation in ambient light conditions for the Receptor Sites. The illuminance is higher near the State Route 110 Harbor Freeway and adjacent industrial use buildings and lowest near residential properties to the east of the Grand Site.

The measured illuminance is consistent with an urban lighting condition, with relatively high illuminance at the street and sidewalk within the public right of way, and high illuminance within the commercial properties for safety and security. The existing Project Site includes commercial uses with exterior security lighting, which contribute to a bright night environment.

Table 3: Grand Site Measured Illuminance at Receptor Sites

Grand Site Receptor Sites	Illuminance (fc)		Description
	Horizontal	Vertical	
R-B1	0.30	0.11	Low horizontal and vertical illuminance from adjacent street lights and freeway
R-B2	3.44	0.51	High horizontal illuminance and low vertical illuminance from security lighting, signs, and adjacent freeway
R-B3	0.11	0.17	Low horizontal and vertical illuminance from adjacent street lights and limited site lighting for security

6.4-2 **Contrast/Glare:**

The evaluation of High, Medium and Low Contrast describes the perception of how bright a visible object appears in comparison to the surrounding objects within any given field of view. The "luminance ratio" is the ratio of the highest luminance as compared to the luminance within the field of view visible at an observer position. This ratio is referred to as "contrast", and is determined by the variation of luminance. "High," "Medium," and "Low" contrast are terms used to describe effect of the contrast ratios (the ratio of peak measured luminance to the average within a field of view) of greater than 30:1, between 10:1 and 30:1, and below 10:1, respectively. Contrast ratios above 30:1 are generally uncomfortable for the human eye to perceive. High Contrast indicates a potential glare condition.

Tables 4 and 5 below, summarize the measured luminance at each Receptor Site along with qualitative descriptions of the existing conditions. The qualitative summary includes notations regarding the brightness of visible light sources and surrounding illuminated surfaces within the field of view to the Project Sites from the Receptor Sites, and the visibility of the Project Sites within the field of view.

The measured luminance recorded at the Receptor Sites within the view to the Project Site includes prominent, high brightness light sources and illuminated surfaces, such as street lights, illuminated signs, and flood lighted buildings, as well as lower brightness surfaces such as sidewalks, parking lots, and un illuminated walls or landscape areas.

12th Site: The range of recorded luminance for the 12th Site is summarized below in Table 4. Table 4 lists the measured Average and Maximum luminance recorded at each Receptor Site along with the calculated existing contrast ratio and a brief description of the lighting conditions observed relative to the visibility to the Project Site and vicinity. The calculated contrast ratio is low, with a minimum of 2.8 at R-A3 and maximum of 6.5 at R-A1.

Table 4: 12th Site Measured Luminance (cd/m^2), Calculated Contrast Ratio

12th Site Receptor Sites	Luminance (cd/m^2)		Contrast Ratio (Max / Average)	Description
	Average	Maximum		
R-A1	855	5584	6.5	Low contrast between the maximum luminance at street lights, security lights, and freeway and building signs, and the average measured luminance
R-A2	1117	3680	3.3	Low contrast between the maximum luminance at street lights, security lights, and freeway and building signs, and the average measured luminance
R-A3	500	1966	3.9	Low contrast between the maximum luminance at street lights and building facade lights, and the average measured luminance
R-A4	918	2556	2.8	Low contrast between the maximum luminance at street lights and retail signs, and the average measured luminance

Grand Site: The range of recorded luminance for the Grand Site is summarized below in Table 5. Table 5 lists the measured Average and Maximum luminance recorded at each Receptor Site along with the calculated existing contrast ratio and a brief description of the lighting conditions observed relative to the visibility to the Project Site and vicinity. The calculated contrast ratio is low, with a minimum of 2.7 at R-B2 and maximum of 5.3 at R-B1.

Table 5: Grand Site Measured Luminance (cd/m^2), Calculated Contrast Ratio

Grand Site Receptor Sites	Luminance (cd/m^2)		Contrast Ratio (Max / Average)	Description
	Average	Maximum		
R-B1	713	3774	5.3	Low contrast between the maximum luminance at street lights, and the average measured luminance
R-B2	198	535	2.7	Low contrast between the maximum luminance at street lights, and the average measured luminance
R-B3	661	1990	3.0	Low contrast between the maximum luminance at pylon sign and the street lights, and the average measured luminance

6.4-3 **Receptor Site R-A1:**

Record of Observations: April 25, 2017

Weather Conditions: Clear, new moon (less than 1%)

Receptor Site R-A1 is located on the west side of Albany Street, opposite to the northwest corner of the 12th Place intersection. Receptor Site R-A1 was selected to evaluate the Project at the intersection of W 12th Place and Albany Street. The distance to the Project's nearest sign face, the 12th Site Sign's north facing sign face, is approximately 285 feet. The 12th Site Sign's north sign face will be visible from R-A1.

City Street lights, security lights below the CA110 Freeway, and illuminated building mounted signs are visible in the distance when viewed from R-A1 to the 12th Place Site.

Figure 4: R-A1 day view, April 25, 2017 9:10 am

Figure 5: R-A1 night view, April 25, 2017 9:50 pm

6.4-4 **Receptor Site R-A2:**

Record of Observations: April 25, 2017

Weather Conditions: Clear, new moon (less than 1%)

Receptor Site R-A2 is located on the north side of W 12th Place, opposite the north corner of the 12th Place Site. Receptor Site R-A2 was selected to evaluate the Project at the nearest residential use property. The distance to the Project's nearest sign face, the 12th Site Sign's north facing sign face, is approximately 142 ft. The 12th Site Sign's north sign face will be visible from R-A2.

Bright City street lights are located to the north of the Project Site at 12th Place Site and along the CA110 Harbor Freeway to the east of the 12th Place Site. These street lights contribute to the illuminance at R-A2 and the surrounding luminance. An illuminated Freeway Sign is visible to the east and south of the 12th Place Site. Security lights below the CA110 Harbor Freeway are bright and visible to the east.

Figure 7: R-A2 night view, April 25, 2017 9:00 pm

6.4-5 **Receptor Site R-A3:**

Record of Observations: April 25, 2017

Weather Conditions: Clear, new moon (less than 1%)

Receptor Site R-A3 is located on the west side of Albany Street, at the intersection of W 12th Street and Albany Street. The distance the 12th Site Sign's north facing sign face is approximately 530 ft. The 12th Site Sign's north sign face will be visible from R-A3.

Figure 8: R-A3 day view, April 25, 2017 10:00 am

City street lights and building mounted down lights are visible at night (see the night time photo in Figure 9 below).

Figure 9: R-A3 night view, April 25, 2017 9:20 pm

6.4-6 **Receptor Site R-A4:**

Record of Observations: April 25, 2017

Weather Conditions: Clear, new moon (less than 1%)

Receptor Site R-A4 is located on the west side of Albany Street, south west of the 12th Site. Receptor Site R-A4 was selected to evaluate the Project south of the W 12th Street and Albany Street intersection. The distance to the Project's nearest sign face, the 12th Site Sign's south facing sign face, is approximately 440 ft. The 12th Site south sign face will be visible from R-A4.

Figure 10: R-A4 day view, April 25, 2017 9:00 am

City street lights and illuminated restaurant sign are visible at night (see the night view in Figure 11 below).

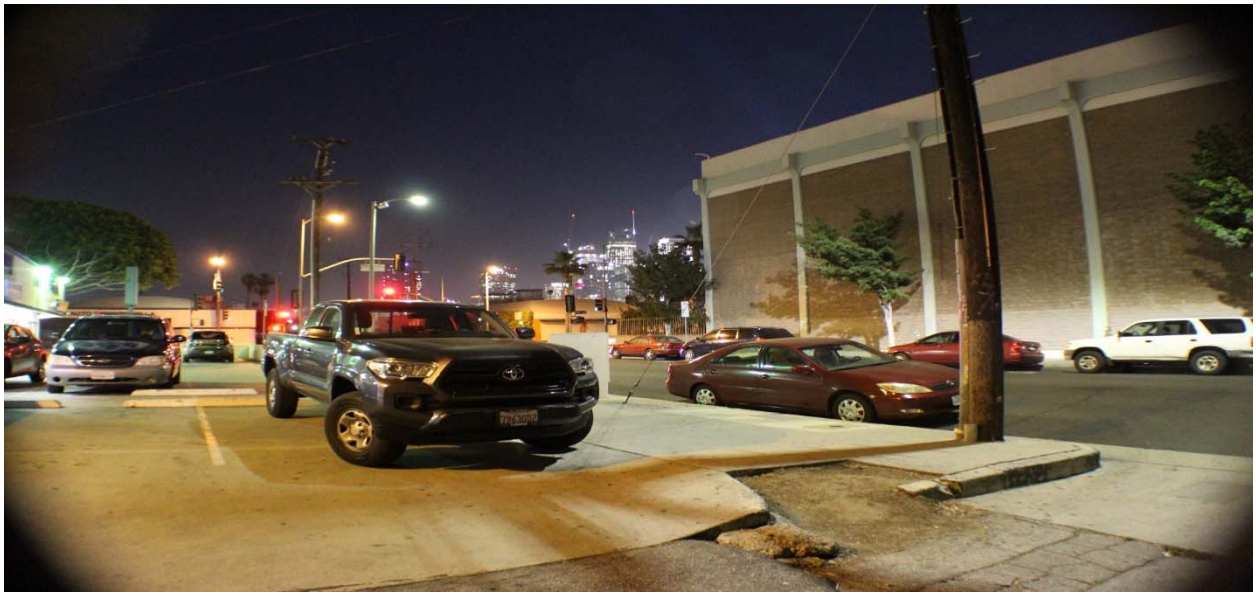

Figure 11: R-A4 night view, April 25, 2017 9:15 pm

6.4-7 **Receptor Site R-B1:**

Record of Observations: April 20, 2017

Weather Conditions: Clear, last quarter moon

Receptor Site R-B1 is located on the west side of S Flower Street, to the west of the CA State Route 110 Harbor Freeway, west of the Grand Site. Receptor Site R-B1 was selected to evaluate the Project at the nearest residential use to the west. The distance to the Grand Site north sign face is approximately 481 ft. The Grand Site Sign's faces may not be visible from R-B1 due to obstruction of the freeway overpass.

Figure 12: R-B1 day view, April 20, 2017 9:00 am

Receptor Site R-B3 is located at the east property line of the Grand Site. Receptor Site R-B3 was selected to evaluate the Project at the nearest use to the east. The distance to the Project's nearest sign face, the Grand Site Sign's west facing sign face, is approximately 105 ft. The Grand Site Sign's south sign face will be visible from R-B3.

Figure 16: R-B3 day view April 20, 2017 10:00 am

City street lights, security lights on the Grand Site, and an illuminated sign are visible at night (see the night view in Figure 17 below).

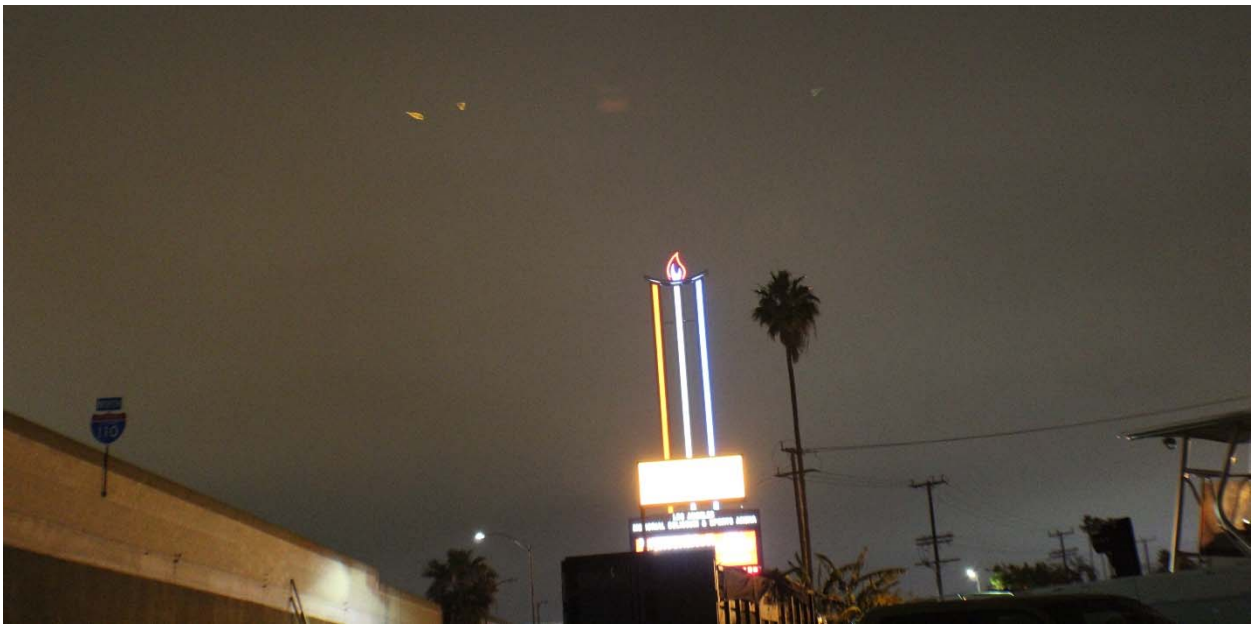

Figure 17: R-B3 night view, April 20, 2017 10:15 pm

7. Light and Glare Impact Assessment

7.1 Methodology

This Report examines whether the Project would have a potentially significant lighting impact. The analysis compares existing conditions surrounding the Project Sites, which were assessed through field surveys, to the lighting conditions with the proposed Project. Project conditions are assessed through the use of illuminance calculations which predict the amount and direction of light, as discussed in Section 7.2-1 below. The illuminance calculations predict lighting at the location where lighting is analyzed to describe the Project's impact relative to the significance thresholds identified in Section 5 above.

7.1-1 Existing Conditions Procedures

Existing conditions lighting observations were conducted following recommended practice procedures defined by the IESNA in RP-33-00 Lighting for Outdoor Environments, TM-10-00 Addressing Obtrusive Light (Urban Sky Glow and Light Trespass) in Conjunction with Roadway Lighting, and TM-11-00 Light Trespass: Research, Results and Recommendations. Field illuminance and luminance measurements were conducted to accurately document all existing incident and visible light at each Receptor Site location. Photos at each Receptor Site document the view from the Receptor Site to the Project Sites.

Incident light can be understood as a vector of luminous flux moving through space. As the vector (light) is incident upon a surface, the intensity of the resulting illuminance will vary depending upon the relative orientation of the vector to the surface. The greatest illuminance will result when the surface and vector are perpendicular. The least illuminance will result when the surface and vector are parallel. In the field conditions, where there are multiple sources of light originating from varied positions, illuminance measurements are recorded horizontally with the photosensor facing up at 3 feet above grade, and vertically with the photosensor facing the Project Site as per IESNA standards. These measurements document the total horizontal illuminance at a Receptor Site as well as the direction and intensity of light converging on the Receptor Site from the direction of the Project Site. Since the Receptor Sites are located 105 feet to 530 feet from the Project Sites, the vertical illuminance represents a plane perpendicular to the light sources. Under these conditions, there is little difference between the vertical and perpendicular plane, and the vertical plane analysis that is conducted in this Report would be equal to or greater than the measured luminance from a precisely perpendicular plane analysis. Therefore, this Report utilizes a vertical and horizontal illuminance analysis. The existing Illuminance is measured with a Minolta Illuminance meter.

The existing luminance is measured from a Receptor Site to light sources and surfaces within the field of view toward the Project Site from that Receptor Site. The existing conditions luminance data is measured with a Minolta LS-100 Luminance meter with procedures consistent with best practices for field measurement of luminance as per IESNA standards. The LS-100 meter utilized by Francis Krahe & Associates, Inc. reports luminance data in either candelas per square meter or footlamberts (fL). All existing luminance data measured and reported in this report are recorded as cd/m^2.

Figure 18: Minolta LS-100 meter

7.1-2 Project Analysis

The analysis of the Project includes an evaluation of the illuminance light trespass from the Project and an evaluation of glare from the Project visible at the Receptor Sites.

This technical analysis incorporates the Sign District illumination standards, which provide that signs shall have a brightness after sunset and before sunrise of no greater than 600 candelas per square meter. (Sign District Section 8.I.) To present the most conservative, worst-case analysis with respect to light trespass and glare, the analysis assumes that all signs will continuously emit the maximum luminance proposed for each sign with all white light. The Project Signs will frequently generate far lower luminance than the lighting that has been modeled because the signs will not operate with all white light, thus, making this a conservative analysis.

The two Project Sites are more than 11,445 feet apart. Therefore, each Project Site is analyzed separately.

Light Trespass: Illuminance light trespass is calculated through the illumination calculation software program AGI. This software utilizes the 3-dimensional architectural computer model, including dimensions and exterior materials, in conjunction with the design of the Project as provided in Appendix A and B to generate an accurate prediction of future illuminance and luminance. Project light trespass is evaluated with respect to horizontal and vertical illuminance calculated at the review locations within a series of vertical planes, with calculated illuminance data generated at 10 feet on center. The calculated data points are offset from the perimeter of the vertical plane by 5 feet, so that the lowest data points are 5 feet above grade, and then 10 feet on center thereafter. Complete calculated data is presented in Appendix C for 12th Place Site and Appendix D for Grand Site. The calculated illuminance at these vertical planes simulate the illumination (fc) captured by light meters.

The review locations for lighting generated by the Project is evaluated at the adjacent Receptor Sites. The light trespass illuminace is calculated at the Receptor Sites within a vertical plane surface extending along the length of the Project Sites.

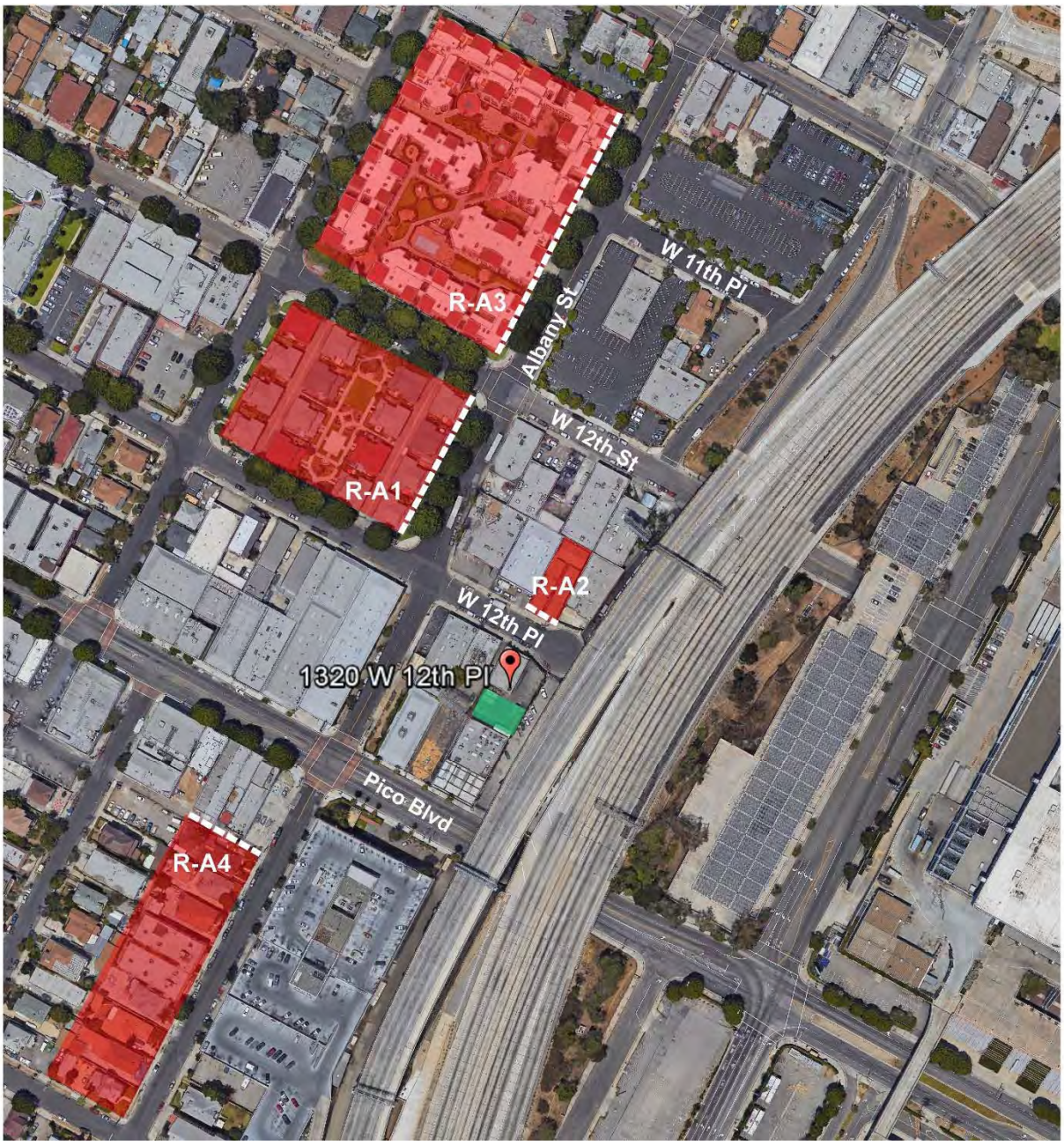

Figure 19: 12th Place Site calculation plane locations

Figures 19 and 20 illustrate the calculation plane locations where the Project is under review and where the horizontal and vertical illuminance is calculated. At each vertical plane location (labeled as C-A1, C-A2 etc.) the illuminance is calculated from grade to 150 feet above grade. The 150 feet above grade dimension exceed the height of the light emitting portion of the Project's signs. The calculated illuminance at these vertical planes identifies the light trespass from the Project

Signs at the Receptor Sites. The vertical planes analyzed are located at the property lines to analyze the illuminance in compliance with the LAMC.

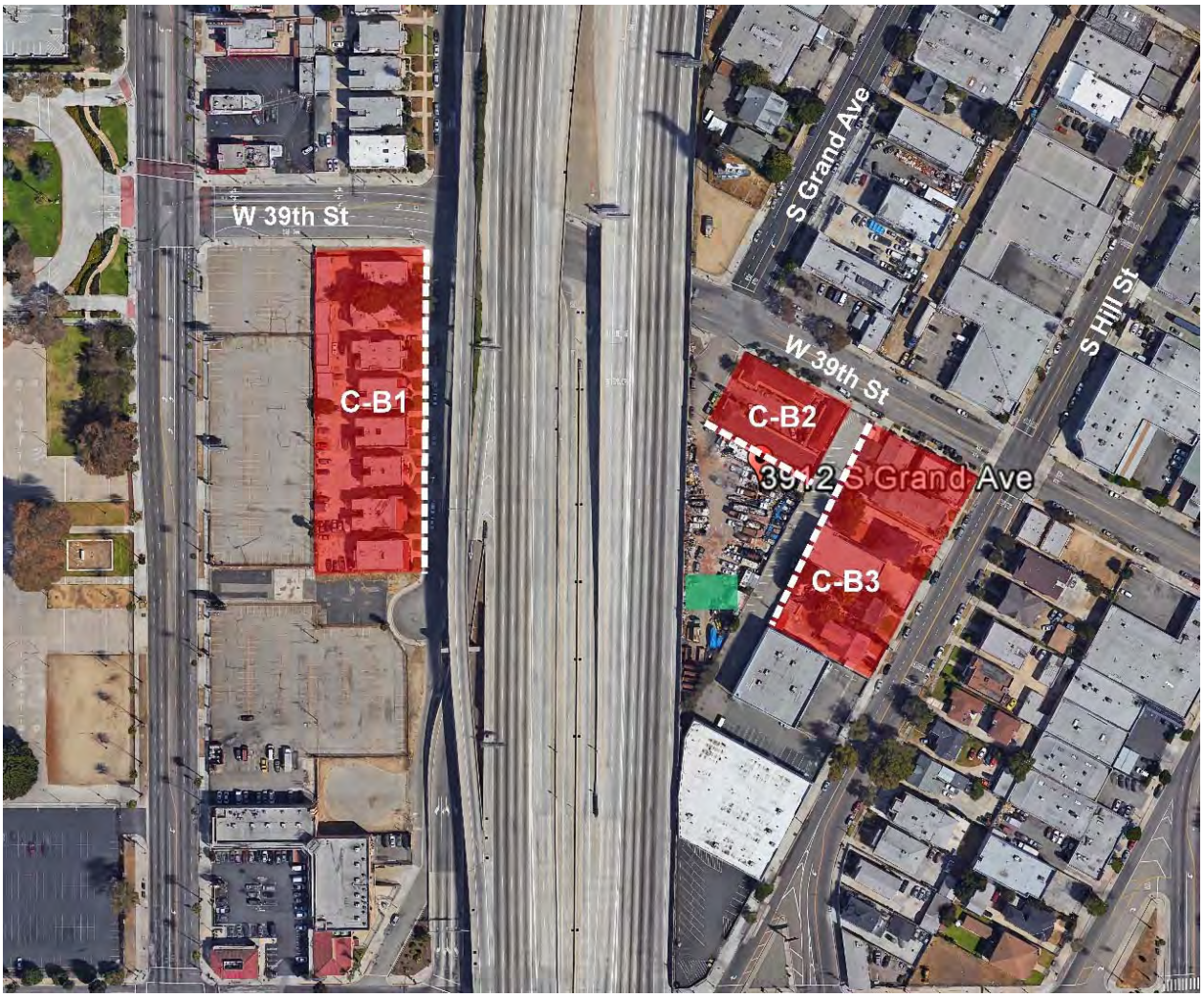

Figure 20: Grand Site calculation plane locations

In addition to the analysis of the Project's light trespass at the nearest sensitive receptors, an analysis of the Project is also provided to show consistency with the Sign District. Section 8.1(e)(v) of the Sign District identifies the distance (D) where lighting is under review by the following:

"Measurement Distance (in feet) = √(Display Area x 100) where the Display Area is the Sign area in square feet."

Accordingly, the Project is also analyzed at the distance where light is under review pursuant to the provisions of the Sign District using two methods of calculations: inverse square law calculations; and computer model illuminance calculations.

Glare: The lighting analysis of the Project includes a review of potential glare impacts to sensitive receptors. For the Receptor Sites, the Project is evaluated in terms of the maximum luminance

from the Project, and the resulting contrast ratio to the measured existing luminance within the field of view from the Receptor Sites identified in the field survey of existing condition.

Luminance is independent of distance for extended area sources, such as large scale LED illuminated signs, where the viewing locations are relatively close to the sign and the sign fills a large portion of the field of view. At viewing locations less than 19 times the height or width of the illuminated surface, the sampled area viewed or measured increases with distance, cancelling the inverse square losses. The standard meter for luminance measurement utilizes a 3 degree lens, thus the 3 degree view translates to approximately 19.1 times the height or width dimension. At viewing locations beyond 19 times the height or width the illuminated surface becomes a point source, and the inverse square relationship will again predict the measured luminance or perceived brightness. The LED display portion of the 12th Site Sign and Grand Site Sign have similar dimensions at 50 feet high by 41 feet wide. The 12th Site Sign's LED display is located approximately 70 feet 10 inches above grade. The Grand Site Sign's LED display is located approximately 70 feet 10 inches above grade. The range of viewing distances also vary from 90 feet to over 1000 feet. The transition distance where the inverse square law applies is 950 feet for signs 50 feet tall and 779 feet for signs 41 feet wide.

8. 12th Site Sign Lighting Analysis

The analysis of the 12th Site Sign includes calculations for illuminance light trespass and comparisons of luminance to evaluate glare. Conservatively the analysis assumes the simultaneous use of all Project illuminated signs at the maximum light output proposed in all white.

8.1-1 12th Site Sign Lighting Trespass Analysis

For the 12th Site, the Project proposes a sign to the west of State Route 110 Harbor Freeway at 1320 West 12th Place. The 12th Site Sign would have a rectangular structure atop the sign's structural support and would reach a maximum height of approximately 135 feet. The rectangular sign structure would be approximately 46 feet from west to east and 12 feet from north to south. The 12th Site Sign would include a 46 feet wide sign face directed to traffic traveling north on the 110 Harbor Freeway, a 12 feet wide sign face directed east toward the 110 Harbor Freeway, and a 46 feet wide sign face directed to traffic traveling south on the 110 Harbor.

The north, south, and east facing sides of the sign would include the following illuminated sign components with lighting (the west facing side would not be illuminated):

- Portrait oriented digital displays, which would be high-resolution light emitting diode (LED) signs. The north and south facing digital display would be approximately 50 feet tall by 41 feet wide. The east facing digital display would be approximately 50 feet tall and 10 feet 10 inches wide. The digital displays would be located approximately 70 feet 10 inches above grade. The sign area for the north and south facing digital display is approximately 2,050 square feet. The sign area for the east facing digital display is approximately 542 square feet. The total sign area for the three digital displays is 4,642 square feet.
- Illuminated text for static signage including stadium identity, team identity, and fixed sponsorship signs.
- Illuminated accent lighting for the LAFC "wings" with exposed white LED border tube lighting and white LED halo lighting at the top of the sign structure.

Full details of the 12th Site Sign are included in Appendix A of this Report.

The potential brightness of the 12th Site Sign, at full power, in an all-white setting, would be 7,500 nits (candela per square meter). During the daytime, the candelas would be limited 6,750 nits, and at night, the candelas would be limited to a maximum, consistent with the Sign District, of 450 nits for the north facing LED, 450 nits for the east facing LED, and 600 nits for the south facing LED. The LEDs would have a 160 degree horizontal cutoff angle, a 25 degree vertical cutoff angle upward, and a 35 degree vertical cutoff angle downward.

The light trespass from the 12th Site Sign at adjacent sensitive receptors is evaluated by way of the calculated illuminance (fc) by the methodology defined above in Section 7. The Project illuminance is reviewed at the vertical calculation planes identified in Figure 19. Table 6 summarizes the results of the illuminance calculations at the vertical planes and identifies the maximum, minimum and average illuminance light trespass resulting from the 12th Site Sign, from grade to 150 feet above grade. Illuminance equal to and below 3.0 fc are consistent with the LAMC permitted maximum of 3.0 fc for sign illuminance. Illuminance greater than 3.0 fc is more than the LAMC permitted maximum and may have an impact if the illuminance location corresponds to a residential living unit window, balcony or outdoor space. As provided in Table 6 below, the illuminance from the 12th Site Sign is below the LAMC significance threshold for signs and the light trespass resulting from the 12th Site Sign would be below the level of significance. Therefore, the 12th Site Sign would have a less than significant trespass impact.

Table 6: 12th Site Calculated Illuminance (fc) at Vertical Planes

12th Site Vertical Calculation Planes	Illuminance (fc)			Analysis
	Max	Min	Average	
C-A1	0.38	0.12	0.25	Below Threshold of 3.0 fc
C-A2	2.98	1.68	2.46	Below Threshold of 3.0 fc
C-A3	0.12	0.01	0.05	Below Threshold of 3.0 fc
C-A4	0.12	0.01	0.05	Below Threshold of 3.0 fc

As noted above, the Inverse Square Law predicts incident light (fc) from a source will degrade in proportion to the inverse square of the distance from the source to the location where lighting is under review. This formula illustrates the reduction in illuminance at any location as the distance increases from a sign surface for distances greater than 19 times the height of the sign, or greater than 950 feet. The calculated illuminance at the adjacent property lines are summarized above in Table 6. More distant residential properties will receive substantially less light from the Project due to the increased distance. For example, residential properties that are located 1000 feet beyond any of the vertical planes listed in table 6 will receive less than 1/1,000,000 or 0.0001% of the illuminance listed in table 6. Therefore, the Project will not produce a significant light trespass impact to any more distant residential properties.

In addition to the analysis of the 12th Site Sign at adjacent sensitive receptors, the 12th Site Sign was also analyzed for consistency with the Sign District using two methods of calculations: inverse square law calculations; and computer model illuminance calculations.

The Inverse Square Law states incident light (fc) from a light source degrades in proportion to the inverse square of the distance from the light source to the location where lighting is under review. Therefore, the vertical illuminance E_v (footcandles) incident at any given distance D (feet) from an illuminated surface with area S (square feet) with uniform surface luminance of L (nits) is calculated by the following formula:

$$E_v = \frac{L \times S}{10.76 \times D^2}$$

Section 8.1(e)(v) of the Sign District identifies the distance (D) where lighting is under review by the following:

"Measurement Distance (in feet) = √(DisplayArea x 100) where the Display Area is the Sign area in square feet."

To present the most conservative analysis, the 12th Site Sign was analyzed individually as follows:

- The north sign face includes LED display at 2,050 square feet; Sponsor LED Signs at 1,580 square feet; halo and border LED accent lighting at 50 square feet, with total area of 3,680 square feet.
- The east sign face includes LED display at 542 square feet; Sponsor LED Signs at 0 square feet; halo and border LED accent lighting at 0 square feet, with total area of 542 square feet.
- The south sign face includes LED display at 2,050 square feet; Sponsor LED Signs at 1,580 square feet; halo and border LED accent lighting at 50 square feet, with total area of 3,680 square feet.

Based on a total area of 3,680 square feet for the north sign face the distance where lighting is under review for the 12th Site Sign north sign face pursuant to the Sign District is 607 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the 12th Site Sign north sign face at the distance (D) 607 feet with the sign display area of 3,680 square feet and sign luminance of 450 nits is 0.42 footcandles. The calculated illuminance E_v for the 12th Site Sign north sign face at 0.42 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Based on a total area of 542 square feet for the east sign face the distance where lighting is under review for the 12th Site Sign east sign face pursuant to the Sign District is 233 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the 12th Site Sign east sign face at the distance (D) 233 feet with the sign display area of 542 square feet and sign luminance of 450 nits is 0.42 footcandles. The calculated illuminance E_v for the 12th Site Sign east sign face at 0.42 footcandles is less than the 0.6 footcandles maximum above ambient

illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Based on a total area of 3,680 square feet for the south sign face the distance where lighting is under review for the 12th Site Sign south sign face pursuant to the Sign District is 607 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the 12th Site Sign south sign face at the distance (D) 607 feet with the sign display area of 3,680 square feet and sign luminance of 600 nits is 0.56 footcandles. The calculated illuminance E_v for the 12th Site Sign south sign face at 0.56 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

The computer model calculation method evaluates the future lighting condition that results from the 12th Site Sign by analyzing the 12th Site Sign dimensions, mounting height, and luminance to calculate the illuminance at the location where lighting is under review. The computer model calculates the vertical illuminance incident on a continuous vertical plane at the distance from the sign where light trespass is under review. The vertical calculation plane is perpendicular to the sign and extends from the ground to a height equal to the maximum height of the sign. The illuminance data is presented at a grid of points 5 feet on center, from grade to the maximum height of the sign. These data points identify the incident light to capture the peak illuminance trespass values. The calculated illuminance from the computer model represents only the lighting impacts created by the Project.

Utilizing the computer model method to calculate the illuminance Ev for the 12th Site Sign north sign face at the distance (D) 607 feet with the sign area of 3,680 square feet and sign luminance of 450 nits results in maximum illuminance of 0.22 fc. The calculated illuminance Ev for the 12th Site Sign north face at 0.22 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Utilizing the computer model method to calculate the illuminance Ev for the 12th Site Sign east sign face at the distance (D) 233 feet with the sign area of 542 square feet and sign luminance of 450 nits results in maximum illuminance of 0.41 fc. The calculated illuminance Ev for the 12th Site Sign east face at 0.41 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Utilizing the computer model method to calculate the illuminance Ev for the 12th Site Sign south sign face at the distance (D) 607 feet with the sign area of 3,680 square feet and sign luminance of 600 nits results in maximum illuminance of 0.29 fc. The calculated illuminance Ev for the 12th Site Sign south face at 0.29 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Therefore, the 12th Site Sign would have a less than significant trespass impact and would have a less than significant impact on nearby sensitive receptors and would comply with the trespass requirements of the Sign District.

8.1-2 12th Site Sign Lighting Glare Analysis

Because luminance does not vary with distance from the sign, the analysis of Glare from the Project is evaluated by comparing the Project luminance to the average luminance within the surrounding field of view. The average luminance within the surrounding field of view is identified above in Section 6, Table 4 as the Measured Average and Maximum Luminance. This information is included below in Table 7.

The Contrast Ratio is calculated by the Project's Luminance divided by the Measured Average Luminance. Contrast Ratios less than 30:1 are considered medium contrast, and will not introduce a new source of glare. Contrast Ratios less than 10 to 1 are considered low contrast and will not introduce a new source of glare. Contrast Ratios less than 3 to 1 are not visible and considered to be uniform brightness. The maximum light output of 450 nits for the north facing sign and 450 nits for the east facing sign, and 600 nits for the south facing sign limits the sign luminance to a very low contrast ratio as viewed from nearby sensitive receptors. Therefore, the 12th Place Sign would have a less than significant glare impact.

Table 7: 12th Site Luminance (cd/m^2), Comparison to Existing

12th Site Receptor Sites	Measured Luminance (cd/m^2)		Project Luminance (cd/m^2)	Contrast Ratio (Max / Average)	Analysis
	Average	Maximum			
R-A1	855	5584	450	0.5	Very low contrast ratio
R-A2	1117	3680	450	0.4	Very low contrast ratio
R-A3	500	1966	450	0.9	Very low contrast ratio
R-A4	918	2556	600	0.7	Very low contrast ratio

8.1-3 Conclusion 12th Site Sign

This Report analyzed the potential lighting impacts from the 12th Site Sign for light trespass illuminance and glare as identified in Section 1.3 and Section 5 above.

The Project signs are designed to conform with the Sign District requirements, which limits sign luminance to a maximum of 600 candelas/m^2 after sunset. Conservatively, the analysis assumed the simultaneous use of all illuminated signs at the maximum proposed luminance of 450 nits for the north facing sign, 450 nits for the east facing sign, and 600 nits for the south facing sign, assuming all white conditions, at night.

The calculated light trespass illuminance at sensitive receptors is below the LAMC significance threshold for signs of 3.0 fc. In addition, the light trespass illuminance from the 12th Site Sign is in compliance with the Sign District's 0.6 fc requirement. Therefore, the 12th Site Sign would have a less than significant trespass impact.

Furthermore, the maximum luminance limits specified by the Sign District and proposed for the 12th Place Sign limits the 12th Site Sign's luminance to very low contrast ratio as viewed from the nearby sensitive receptors. Therefore, the 12th Site Sign would have a less than significant glare impact and will not create a new source of glare.

Accordingly, the 12th Site Sign will not create new sources of light trespass or glare at adjacent sensitive receptors and the 12th Site Sign complies with the requirements of the Sign District. Therefore, the lighting impacts resulting from the proposed 12th Site Sign would be less than significant.

9. Grand Site Sign Lighting Analysis

The analysis of the Grand Site Sign includes calculations for illuminance light trespass and comparisons of luminance to evaluate glare. Conservatively the analysis assumes the simultaneous use of all Project illuminated signs at maximum light output of 600 cd/m^2 all white.

9.1-1 Grand Site Sign Lighting Trespass Analysis

For the Grand Site, the Project proposes a sign to the east of State Route 110 Harbor Freeway at 3912 S Grand Avenue. The Grand Site Sign would have a rectangular structure atop the sign's structural support and would reach a maximum height of approximately 135 feet. The rectangular sign structure would be approximately 46 feet from west to east and 12 feet from north to south. The Grand Site Sign would include a 46 feet wide sign face directed to traffic traveling north on the 110 Harbor Freeway, a 12 feet wide sign face directed west toward the 110 Harbor Freeway, and a 46 feet wide sign face directed to traffic traveling south on the 110 Harbor.

The north, south, and west facing sides of the sign would include the following illuminated sign components (the east facing side would not be illuminated):

- Portrait oriented digital displays, which would be high-resolution light emitting diode (LED) signs. The north and south facing digital display would be approximately 50 feet tall by 41 feet wide. The west facing digital display would be approximately 50 feet tall and 10 feet 10 inches wide. The digital displays would be located approximately 70 feet 10 inches above grade. The sign area for the north and south facing digital display is approximately 2,050 square feet. The sign area for the west facing digital display is approximately 542 square feet. The total sign area for the three digital displays is 4,642 square feet.
- Illuminated text for static signage including stadium identity, team identity, and fixed sponsorship signs.
- Illuminated accent lighting for the LAFC "wings" with exposed white LED border tube lighting and white LED halo lighting at the top of the sign structure.

Full details of the Grand Site Sign are included in Appendix B of this Report.

The potential brightness of the sign, at full power, in an all-white setting, would be 7,500 nits (candela per square meter). During the daytime, the candelas would be limited 6,750 nits, and at night, the candelas would be limited to a maximum, consistent with the Sign District, of 600 nits. The LEDs would have had a 160 degree horizontal cutoff angle, a 25 degree vertical cutoff angle upward, and a 35 degree vertical cutoff angle downward.

The light trespass from the Grand Site Sign at adjacent sensitive receptor is evaluated by way of the calculated illuminance (fc) by the methodology defined above in Section 7. The Project Sign

illuminance is reviewed at the vertical calculation planes identified in Figure 20. Table 8 summarizes the results of the illuminance calculations at the vertical planes and identifies the maximum, minimum and average illuminance light trespass resulting from the Grand Site Sign, from grade to 150 feet above grade. Illuminance equal to and below 3.0 fc are consistent with the LAMC permitted maximum of 3.0 fc for sign illuminance. Illuminance greater than 3.0 fc is more than the LAMC permitted maximum and may have an impact if the illuminance location corresponds to a residential living unit window, balcony or outdoor space. As provided in Table 8 below, the illuminance from the Grand Site Sign is below the LAMC significance threshold for signs and the light trespass resulting from the Grand Site Sign would be below the level of significance. Therefore, the Grand Site Sign would have a less than significant trespass impact.

Table 8: Grand Site Calculated Illuminance (fc) at Vertical Planes

Grand Site Vertical Calculation Planes	Illuminance (fc)			Analysis
	Max	Min	Average	
C-B1	0.31	0.13	0.23	Below Threshold of 3.0 fc
C-B2	1.94	1.25	1.70	Below Threshold of 3.0 fc
C-B3	1.81	0.04	0.67	Below Threshold of 3.0 fc

As noted above, the Inverse Square Law predicts incident light (fc) from a source will degrade in proportion to the inverse square of the distance from the source to the location where lighting is under review. This formula illustrates the reduction in illuminance at any location as the distance increases from a sign surface for distances greater than 19 times the height of the sign, or greater than 840 feet. The calculated illuminance at the adjacent property lines are summarized above in Table 8. More distant residential properties will receive substantially less light from the Project due to the increased distance. For example, residential properties that are located 1000 feet beyond any of the vertical planes listed in table 6 will receive less than 1/1,000,000 or 0.0001% of the illuminance listed in table 8. Therefore, the Project will not produce a significant light trespass impact to any more distant residential properties.

In addition to the analysis of the Grand Site Sign at adjacent sensitive receptor sites, the Grand Site Sign was also analyzed for consistency with the Sign District using two methods of calculations: inverse square law calculations; and computer model illuminance calculations.

The Inverse Square Law states incident light (fc) from a light source degrades in proportion to the inverse square of the distance from the light source to the location where lighting is under review. Therefore, the vertical illuminance E_v (footcandles) incident at any given distance D (feet) from an illuminated surface with area S (square feet) with uniform surface luminance of L (nits) is calculated by the following formula:

$$E_v = \frac{L \times S}{10.76 \times D^2}$$

Section 8.1(e)(v) of the Sign District identifies the distance (D) where lighting is under review by the following:

"Measurement Distance (in feet) = √(Display Area x 100) where the Display Area is the Sign area in square feet."

To present the most conservative analysis, the Grand Site Sign was analyzed individually as follows:

- The north sign face includes LED display at 2,050 square feet; Sponsor LED Signs at 1,580 square feet; halo and border LED accent lighting at 50 square feet, with total area of 3,680 square feet.
- The west sign face includes LED display at 542 square feet; Sponsor LED Signs at 0 square feet; halo and border LED accent lighting at 0 square feet, with total area of 542 square feet.
- The south sign face includes LED display at 2,050 square feet; Sponsor LED Signs at 1,580 square feet; halo and border LED accent lighting at 50 square feet, with total area of 3,680 square feet.

Based on a total area of 3,680 square feet for the north sign face the distance where lighting is under review for the Grand Site Sign north sign face pursuant to the Sign District is 607 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the Grand Site Sign north sign face at the distance (D) 607 feet with the sign display area of 3,680 square feet and sign luminance of 600 nits is 0.56 footcandles. The calculated illuminance E_v for the Grand Site Sign north sign face at 0.56 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Based on a total area of 542 square feet for the west sign face the distance where lighting is under review for the Grand Site Sign west sign face pursuant to the Sign District is 233 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the Grand Site Sign west sign face at the distance (D) 233 feet with the sign display area of 542 square feet and sign luminance of 600 nits is 0.56 footcandles. The calculated illuminance E_v for the Grand Site Sign west sign face at 0.56 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Based on a total area of 3,680 square feet for the south sign face the distance where lighting is under review for the Grand Site Sign south sign face pursuant to the Sign District is 607 feet. Utilizing the Inverse Square Law calculation method, the calculated Illuminance E_v for the Grand Site Sign south sign face at the distance (D) 607 feet with the sign display area of 3,680 square feet and sign luminance of 600 nits is 0.56 footcandles. The calculated illuminance E_v for the Grand Site Sign south sign face at 0.56 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

The computer model calculation method evaluates the future lighting condition that results from the Grand Site Sign by analyzing the Grand Site Sign dimensions, mounting height, and luminance to calculate the illuminance at the location where lighting is under review. The computer model calculates the vertical illuminance incident on a continuous vertical plane at the

distance from the sign where light trespass is under review. The vertical calculation plane is perpendicular to the sign and extends from the ground to a height equal to the maximum height of the sign. The illuminance data is presented at a grid of points 10 feet on center, from grade to the maximum height of the sign. These data points identify the incident light to capture the peak illuminance trespass values. The calculated illuminance from the computer model represents only the lighting impacts created by the Project.

Utilizing the computer model method to calculate the illuminance Ev for the Grand Site Sign north sign face at the distance (D) 607 feet with the sign area of 3,680 square feet and sign luminance of 600 nits results in maximum illuminance of 0.29 fc. The calculated illuminance Ev for the Grand Site Sign north face at 0.29 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Utilizing the computer model method to calculate the illuminance Ev for the Grand Site Sign west sign face at the distance (D) 233 feet with the sign area of 542 square feet and sign luminance of 600 nits results in maximum illuminance of 0.54 fc. The calculated illuminance Ev for the Grand Site Sign east face at 0.54 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Utilizing the computer model method to calculate the illuminance Ev for the Grand Site Sign south sign face at the distance (D) 607 feet with the sign area of 3,680 square feet and sign luminance of 600 nits results in maximum illuminance of 0.29 fc. The calculated illuminance Ev for the Grand Site Sign south face at 0.29 footcandles is less than the 0.6 footcandles maximum above ambient illumination identified in Sign District Section 8.1, and is therefore in compliance with the requirements of the Sign District.

Therefore, the Grand Site Sign would have a less than significant trespass impact and would have a less than significant impact on nearby sensitive receptors and would comply with the trespass requirements of the Sign District.

9.1-2 Grand Site Sign Lighting Glare Analysis

Because luminance does not vary with distance from the sign, the analysis of Glare from the Project is evaluated by comparing the Project luminance to the average luminance within the surrounding field of view. The average luminance within the surrounding field of view is identified above in Section 6, Table 5 as the Measured Average and Maximum Luminance. This information is included below in Table 9.

The Contrast Ratio is calculated by the Project's Luminance divided by the Measured Average Luminance. Contrast Ratios less than 30:1 are considered medium contrast, and will not introduce a new source of glare. Contrast Ratios less than 10 to 1 are considered low contrast and will not introduce a new source of glare. Contrast Ratios less than 3 to 1 are not visible and considered to be uniform brightness. The maximum light output of 600 cd/m^2 limits the sign luminance to a very low contrast ratio as viewed from nearby sensitive receptors. Therefore, the Grand Site Sign would have a less than significant glare impact.

Table 9: Grand Site Luminance (cd/m^2), Comparison to Existing

Grand Site Receptor Sites	Measured Luminance (cd/m^2)		Project Luminance (cd/m^2)	Contrast Ratio (Max / Average)	Analysis
	Average	Maximum			
R-B1	713	3774	600	0.8	Very low contrast ratio
R-B2	198	535	600	3.0	Very low contrast ratio
R-B3	661	1990	600	0.9	Very low contrast ratio

9.1-3 Conclusion Grand Site Sign

This Report analyzed the potential lighting impacts from the Grand Site Sign for light trespass illuminance and glare as identified in Section 1.3 and Section 5 above.

The Project signs are designed to conform with the Sign District requirements, which limits sign luminance to a maximum of 600 candelas/m^2 after sunset. Conservatively, the analysis assumed the simultaneous use of all illuminated signs at the maximum luminance of 600 candelas/m^2 assuming all white conditions, at night.

The calculated light trespass illuminance at sensitive receptor is below the LAMC significance threshold for signs of 3.0 fc. In addition, the light trespass illuminance from the Grand Site Sign is in compliance with the Sign District's 0.6 fc requirement. Therefore, the Grand Site Sign would have a less than significant trespass impact.

Furthermore, the maximum luminance limits specified by the Sign District of 600 cd/m^2 limits the Grand Site Sign's luminance to very low contrast ratios as viewed from the nearby sensitive receptors. Therefore, the Grand Site Sign would have a less than significant glare impact and will not create a new source of glare.

Accordingly, the Grand Site Sign will not create new sources of light trespass or glare at adjacent sensitive receptors and the Grand Site Sign complies with the requirements of the Sign District. Therefore, the lighting impacts resulting from the proposed Grand Site Sign would be less than significant.

APPENDIX A: 12th SITE SIGN CONCEPT

LOS ANGELES FOOTBALL CLUB
1320 W. 12th Place
Los Angeles, CA 90015

YESCO.

10235 Bellegrave Avenue | Jurupa Valley, CA 91752 | 909.923.7668 | www.yesco.com

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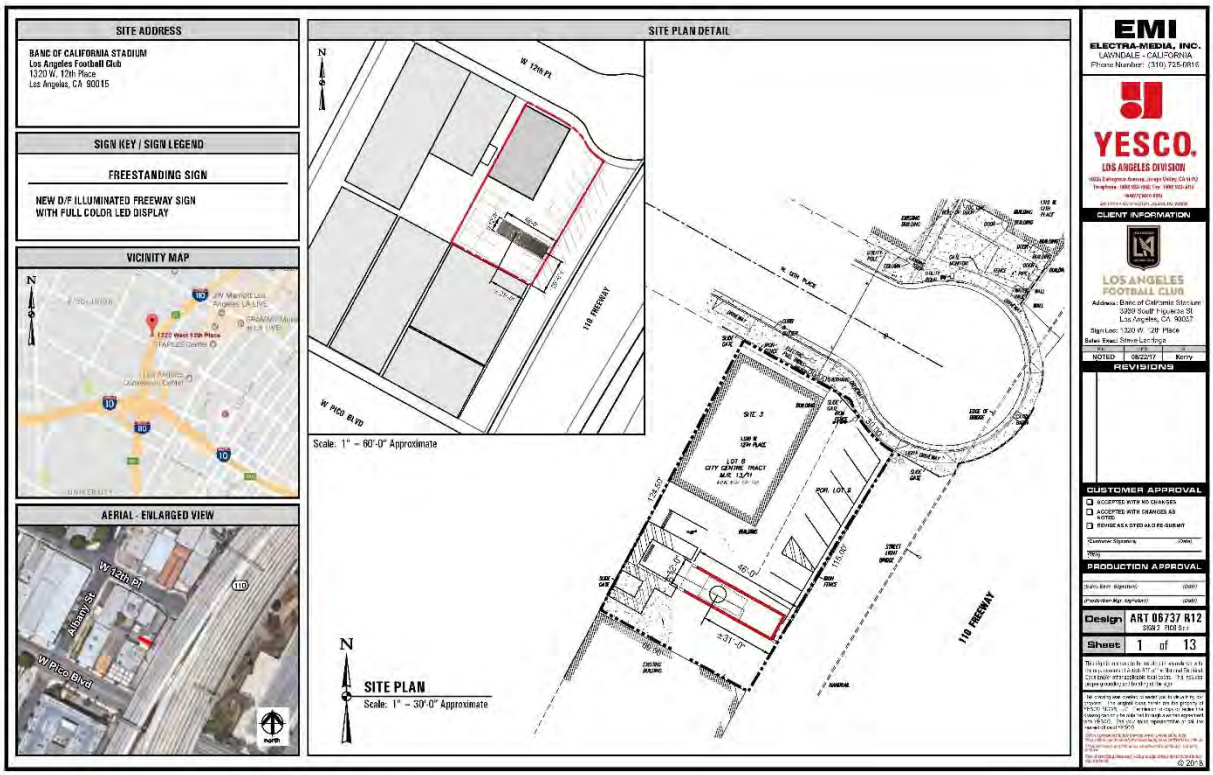
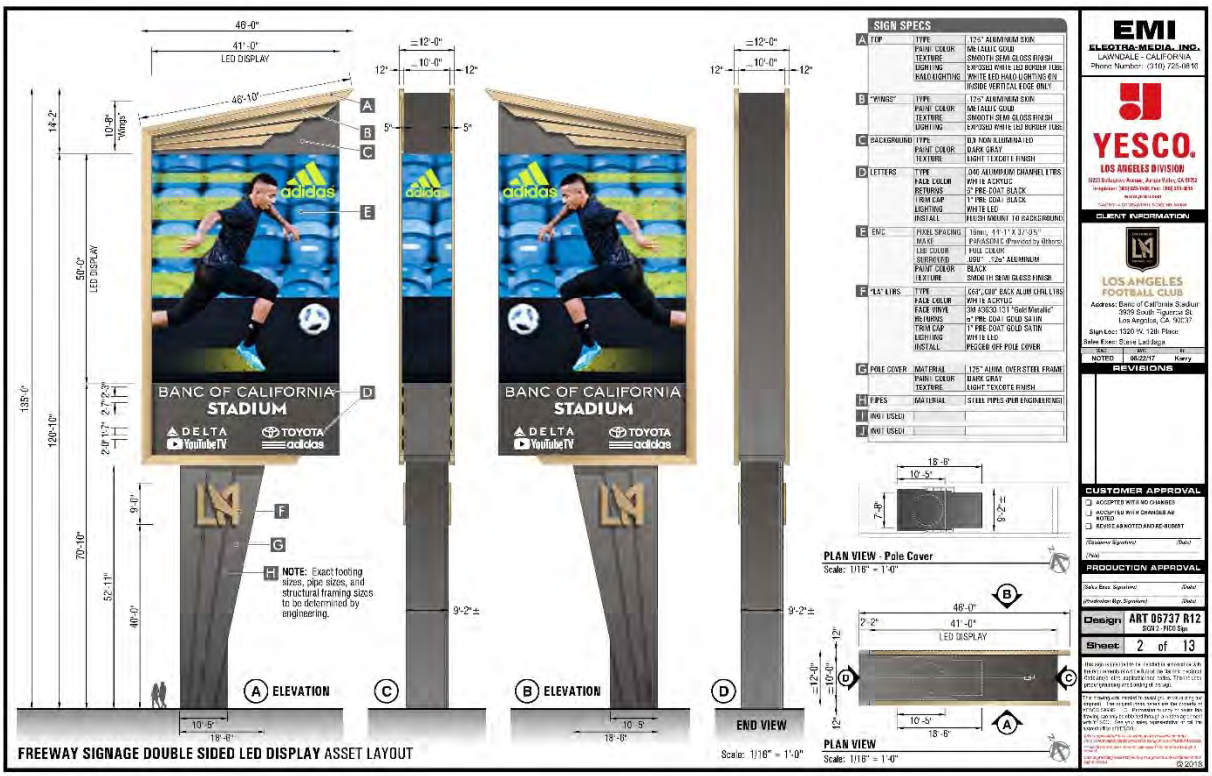
ELECTRA-MEDIA, INC. LAWNDALE, CA Phone Number: (310) 725-0816

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41'-0"
LED DISPLAY
46'-10"
10'-8" "Wings"
14'-2"
50'-0" LED DISPLAY
135'-0"
120'-10"
70'-10"
52'-11"
40'-0"
9'-0"
2'-7"
2'-7"
2'-9"
1'-7"
12'-0"
10'-0"
12"
5"
5"
9'-2"±
10'-5"
18'-8"
BANC OF CALIFORNIA STADIUM
DELTA
YouTube TV
TOYOTA
adidas
A ELEVATION
B ELEVATION
C
D
END VIEW
NOTE: Exact footing sizes, pipe sizes, and structural framing sizes to be determined by engineering.
FREEWAY SIGNAGE DOUBLE SIDED LED DISPLAY ASSET LAYOUT
Scale: 1/16" = 1'-0"
SIGN SPECS
A TOP TYPE 125" ALUMINUM SKIN
PAINT COLOR METALLIC GOLD
TEXTURE SMOOTH SEMI GLOSS FINISH
LIGHTING EXPOSED WHITE LED BORDER TUBE
HALO LIGHTING WHITE LED HALO LIGHTING ON INSIDE VERTICAL EDGE ONLY
B "WINGS" TYPE 125" ALUMINUM SKIN
PAINT COLOR METALLIC GOLD
TEXTURE SMOOTH SEMI GLOSS FINISH
LIGHTING EXPOSED WHITE LED BORDER TUBE
C BACKGROUND TYPE D/3 NON ILLUMINATED
PAINT COLOR DARK GRAY
TEXTURE LIGHT TEXCOTE FINISH
D LETTERS TYPE 3/8" ALUMINUM CHANNEL LTRS
FACE COLOR WHITE ACRYLIC
RETURNS 3" PRE-COAT BLACK
TRIM CAP 1" PRE-COAT BLACK
LIGHTING WHITE LED
INSTALL FLUSH MOUNT TO BACKGROUND
E EMC PIXEL SPACING 16mm; 41'-1" X 37'-9½"
MAKE PARASONIC (Provided by Others)
LED COLOR FULL COLOR
SURROUND .125" - .12a" ALUMINUM
PAINT COLOR BLACK
TEXTURE SMOOTH SEMI GLOSS FINISH
F "LA" LTRS TYPE .063", .080" BACK ALUM CHNL LTRS
FACE COLOR WHITE ACRYLIC
FACE VINYL 3M 3630-33 "Gold Metallic"
RETURNS 3" PRE-COAT GOLD SATIN
TRIM CAP 1" PRE-COAT GOLD SATIN
LIGHTING WHITE LED
INSTALL PEGGED OFF POLE COVER
G POLE COVER MATERIAL .125" ALUM. OVER STEEL FRAME
PAINT COLOR DARK GRAY
TEXTURE LIGHT TEXCOTE FINISH
H PIPES MATERIAL STEEL PIPES (PER ENGINEERING)
I (NOT USED)
J (NOT USED)
PLAN VIEW - Pole Cover
Scale: 1/16" = 1'-0"
PLAN VIEW
Scale: 1/16" = 1'-0"
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LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0810
YESCO.
LOS ANGELES DIVISION
CLIENT INFORMATION
LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA. 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ladzaja
NOTED 06/22/17 Kerry
REVISIONS
CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
PRODUCTION APPROVAL
Design ART 05737 R12
SCH 2 - PICO Sign
Sheet 2 of 13
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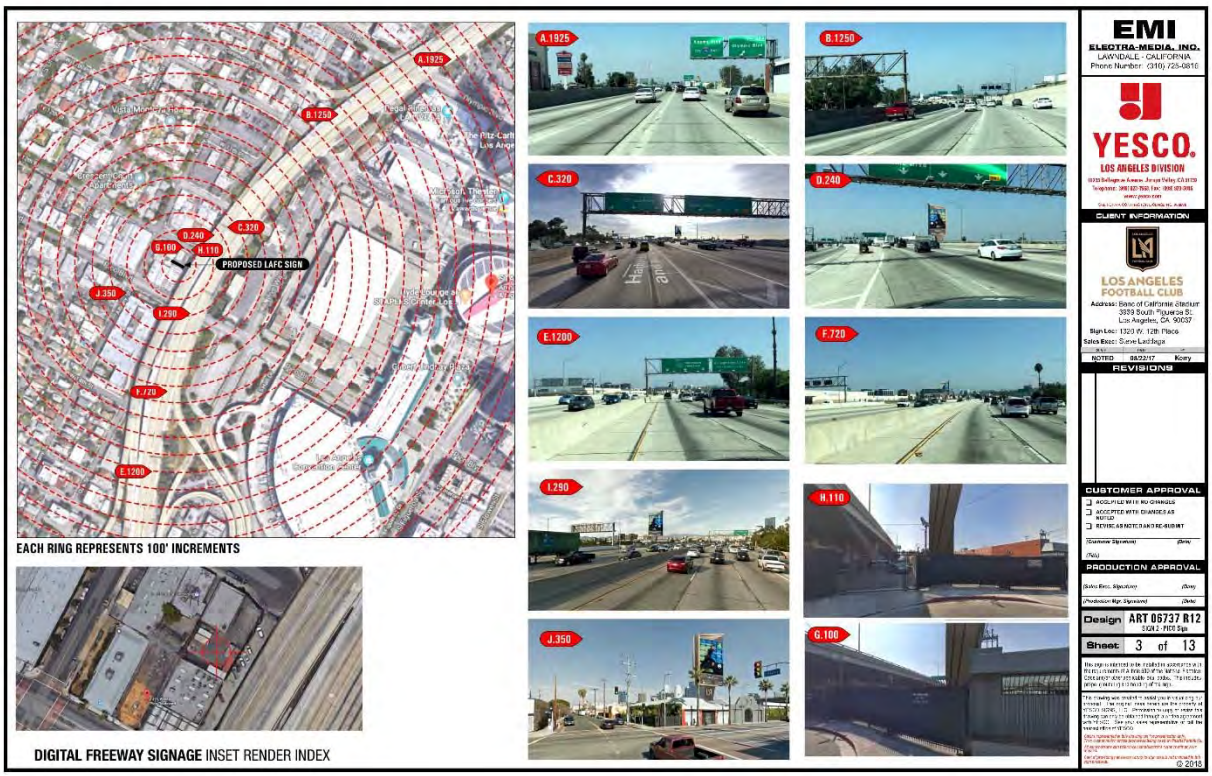
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B.1250
C.320
D.240
E.1200
F.720
G.100
H.110
I.290
J.350
PROPOSED LAFC SIGN
EACH RING REPRESENTS 100' INCREMENTS
DIGITAL FREEWAY SIGNAGE INSET RENDER INDEX
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LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
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Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ladzaja
NOTED 06/22/17 Kerry
REVISIONS
CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
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CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ledfaga

NOTED 08/22/17 Kerry

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

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CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ledfaga

NOTED 08/22/17 Kerry

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
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LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ledfega

NOTED 08/22/17 Korey

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
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Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Ledfega

NOTED 08/22/17 Korey

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
SIGN 2 - PICO Sign

Sheet 7 of 13

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NORTH BOUND

I.290

EMI
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LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0810

YESCO.
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Lastfogle

NOTED 08/22/17 Kerry

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
SIGN 2 - PICO Sign

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1303 ALBANY ST (LOOKING NE) 350 FEET FROM LAFC DISPLAY

J.350

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ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0810

YESCO.
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Lastfogle

NOTED 08/22/17 Kerry

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
SIGN 2 - PICO Sign

Sheet 11 of 13

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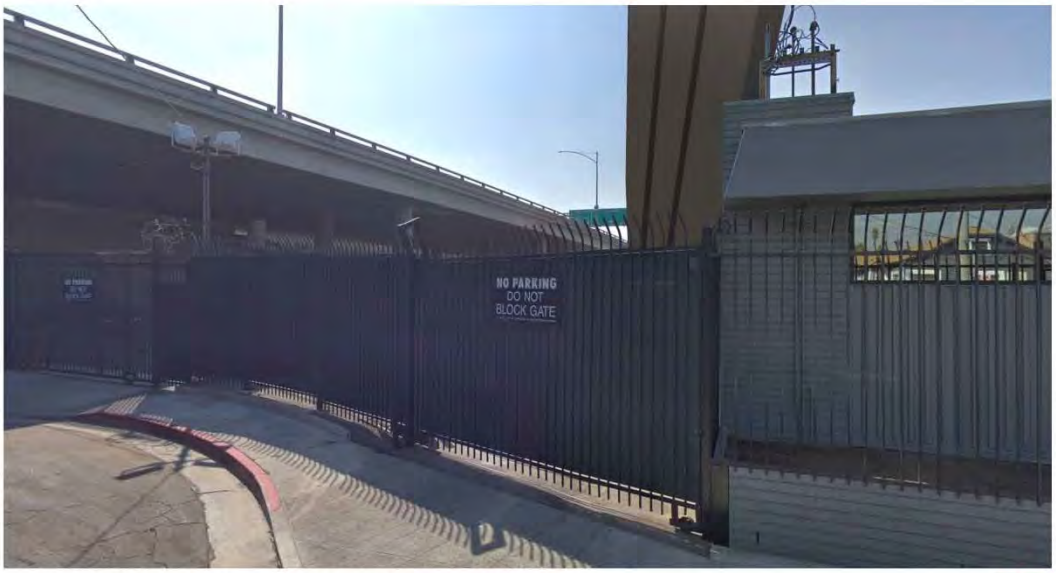

1321 W 12TH ST (LOOKING S) 100 FEET FROM LAFC DISPLAY

G.100

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ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0810

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LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Lastfogle

NOTED 08/22/17 Korey

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
SIGN 2 - PICO Sign

Sheet 12 of 13

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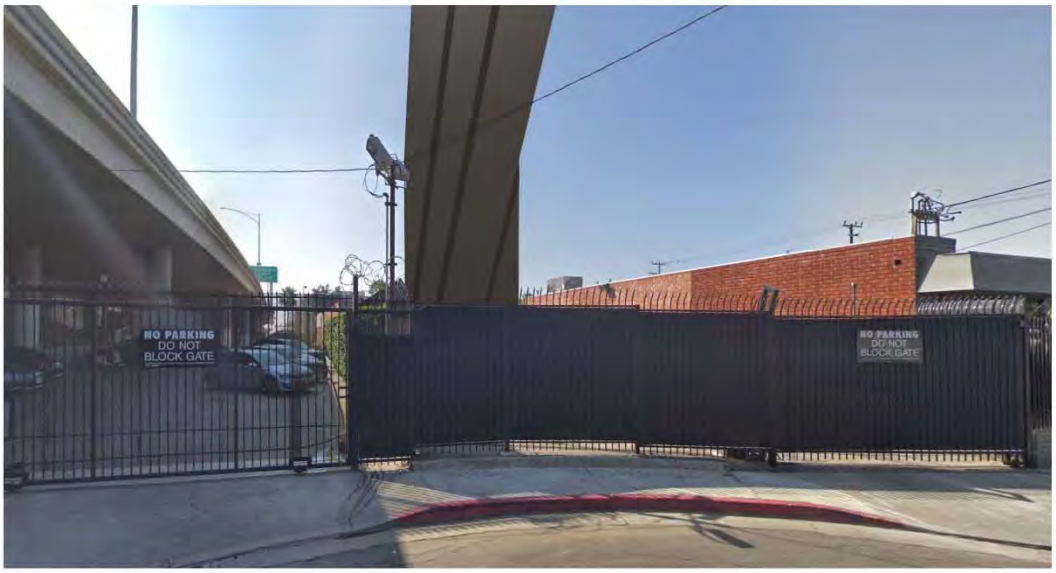

1320 W 12TH ST (LOOKING S) 110 FEET FROM LAFC DISPLAY

H.110

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CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Lastfogle

NOTED 08/22/17 Korey

REVISIONS

CUSTOMER APPROVAL
ACCEPTED WITH NO CHANGES
ACCEPTED WITH CHANGES AS NOTED
REVISE AS NOTED AND RE-SUBMIT
(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) (Date)
(Production Mgr. Signature) (Date)

Design ART 05737 R12
SIGN 2 - PICO Sign

Sheet 13 of 13

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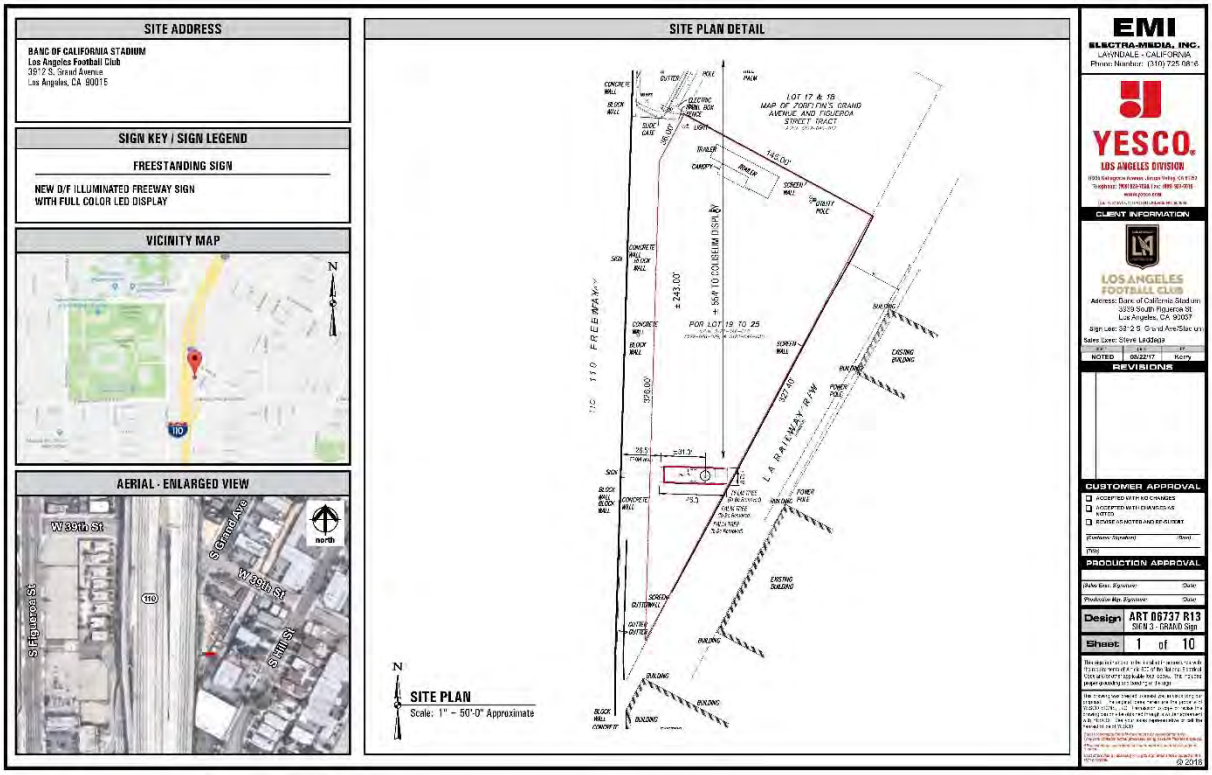
APPENDIX B: GRAND SITE SIGN CONCEPT

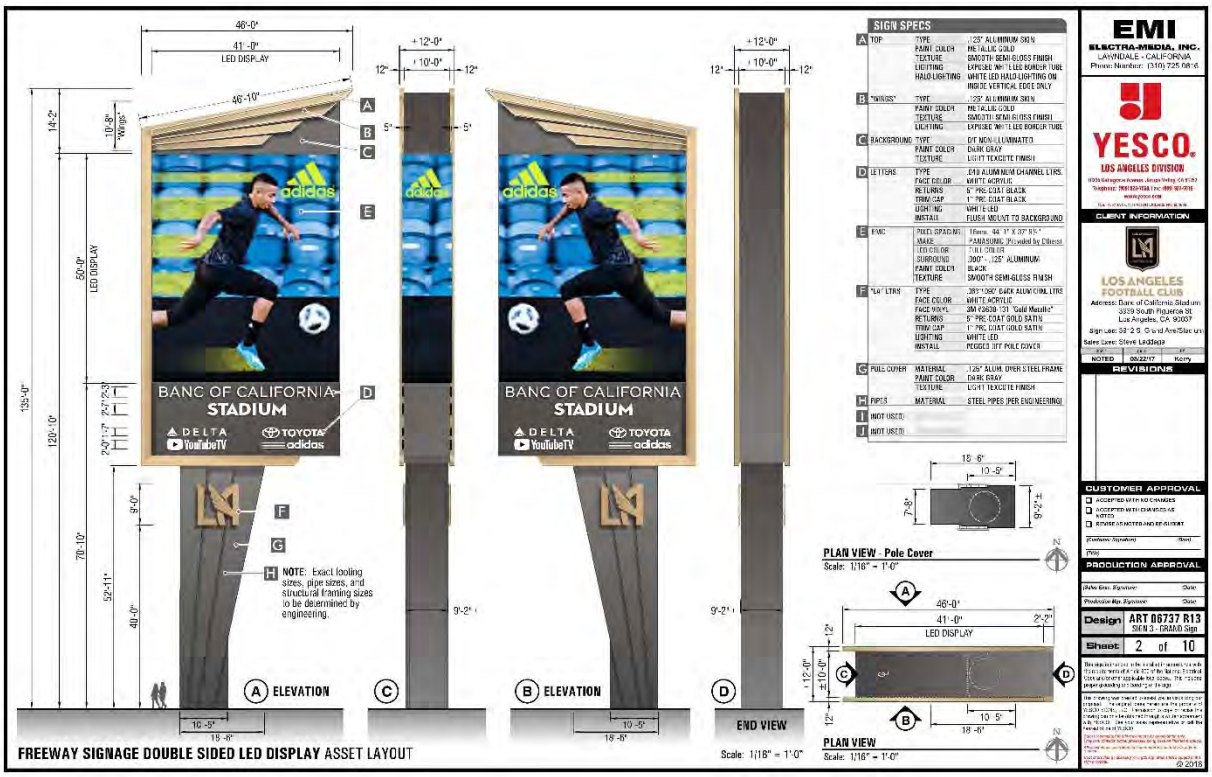
LOS ANGELES FOOTBALL CLUB
3912 S. Grand Avenue
Los Angeles, CA 90015

YESCO.

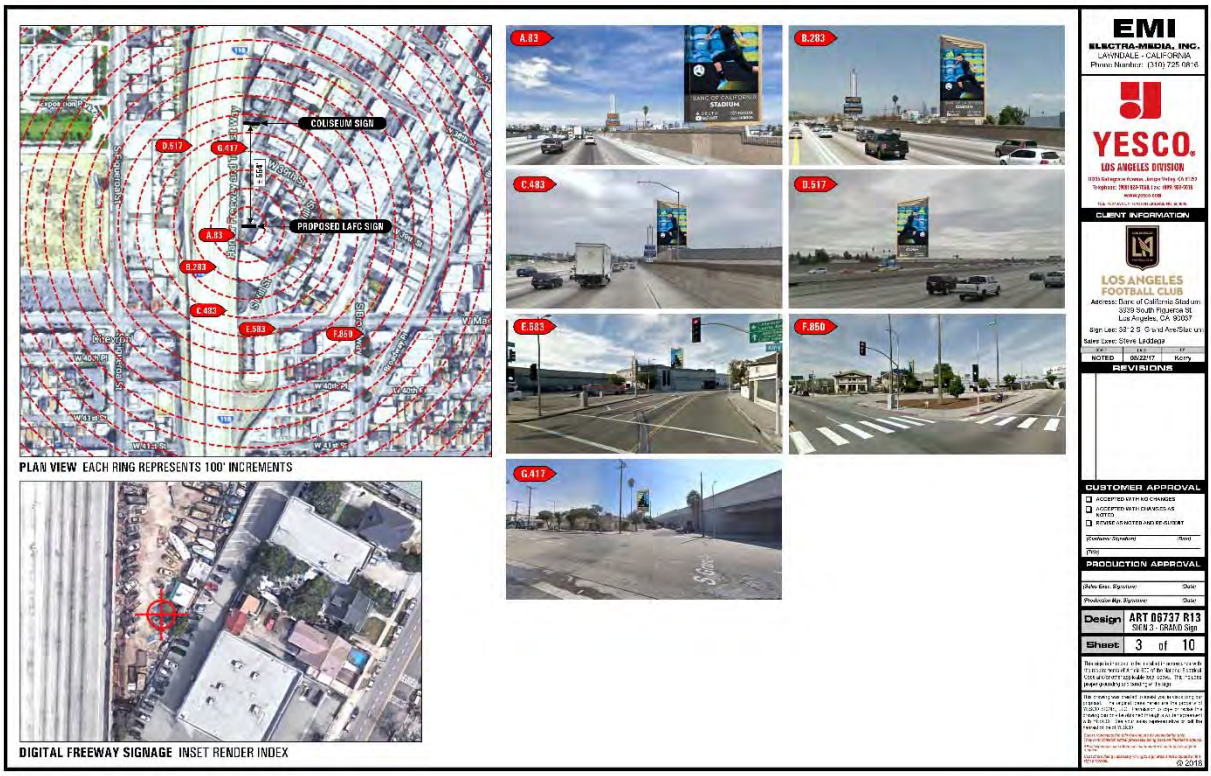
10235 Bellegrave Avenue | Jurupa Valley, CA 91752 | 909.923.7668 | www.yesco.com

EMI
ELECTRA-MEDIA, INC. LAWNDALE, CA Phone Number: (310) 725-0816



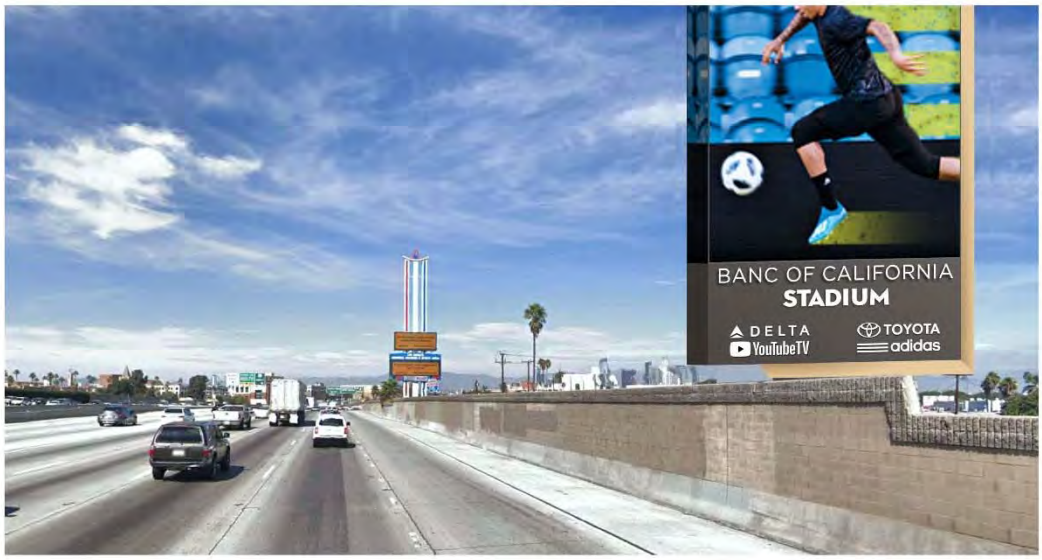


FREEWAY SIGNAGE DOUBLE SIDED LED DISPLAY ASSET LAYOUT



PLAN VIEW EACH RING REPRESENTS 100' INCREMENTS

DIGITAL FREEWAY SIGNAGE INSET RENDER INDEX



NORTHBOUND 83 FEET FROM LAFC DISPLAY (637 FEET ± TO COLISEUM DISPLAY)

A.83

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 38' 2 S Grnd Area/Stac unit
Sales Loc: Steve Leddege

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 4 of 10

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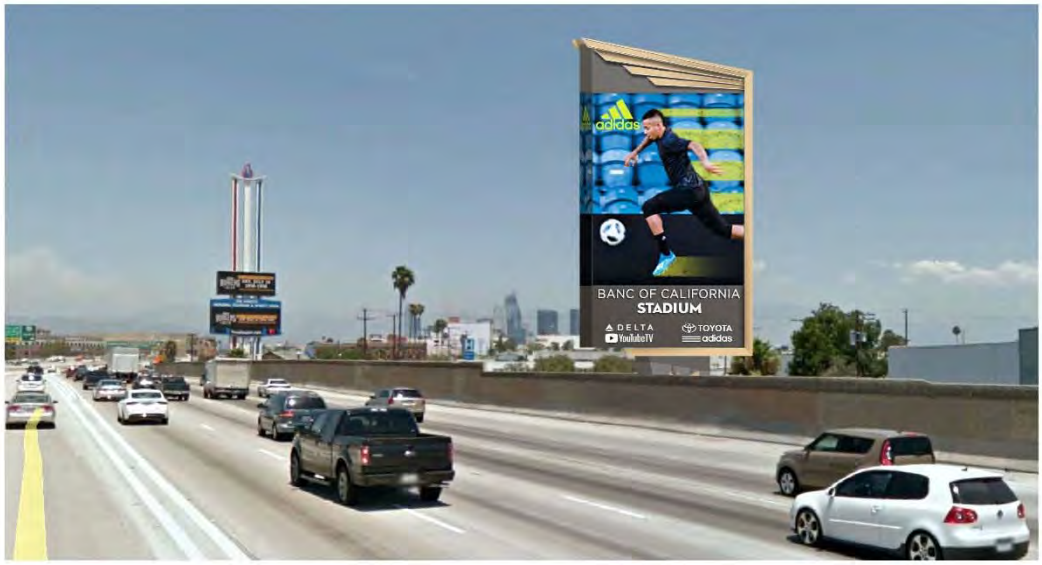

NORTHBOUND 283 FEET FROM LAFC DISPLAY (837 FEET ± TO COLISEUM DISPLAY)

B.283

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 38' 2 S Grnd Area/Stac unit
Sales Loc: Steve Leddege

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 5 of 10

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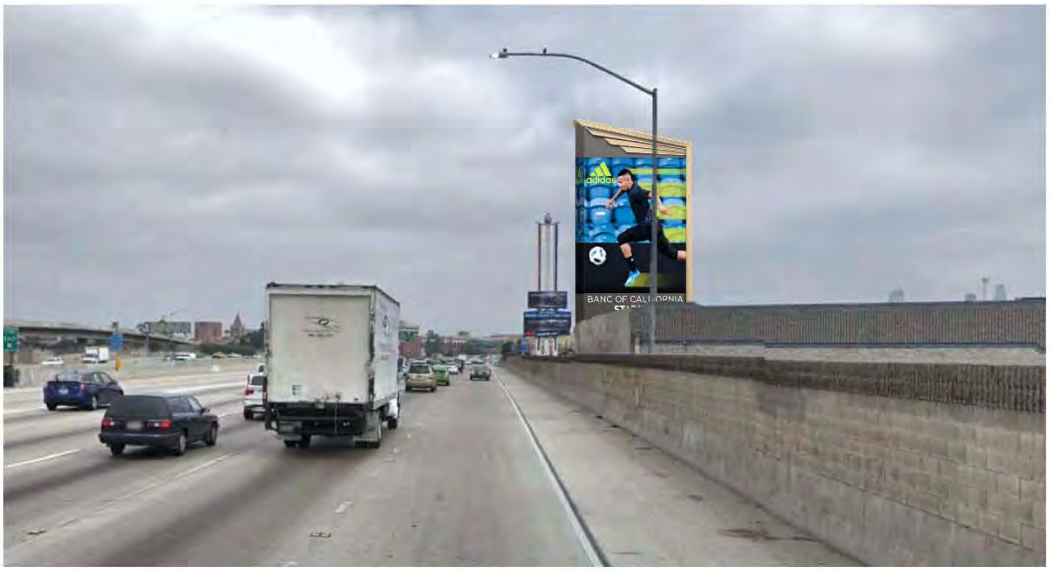

NORTHBOUND 483 FEET FROM LAFC DISPLAY (1,037 FEET ± TO COLISEUM DISPLAY)

C.483

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 30' 2 S Grind Area/Stac uni
Sales Loc: Steve Leddeja

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 6 of 10

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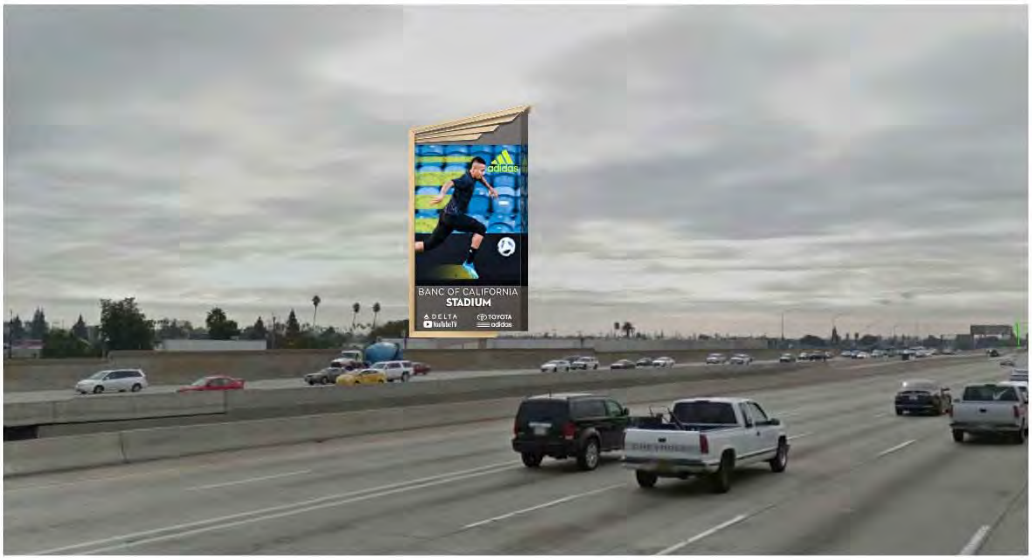

SOUTHBOUND 517 FEET FROM LAFC DISPLAY (280 FEET ± TO COLISEUM DISPLAY)

D.517

EMI
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LAWNDALE - CALIFORNIA
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LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: 30' 2 S Grind Area/Stac uni
Sales Loc: Steve Leddeja

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 7 of 10

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351 W MARTIN LUTHER KING JR BLVD (LOOKING NW) 583 FEET FROM LAFC DISPLAY

E.583

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Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Bank of California Stadium
3939 South Figueroa St
Los Angeles, CA 90037
Sign Loc: 30' 2 S Grand Ave/Stadium
Sales Loc: Steve Leddege

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 8 of 10

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302 W MARTIN LUTHER KING JR BLVD (LOOKING NW) 850 FEET FROM LAFC DISPLAY

F.850

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LAWNDALE - CALIFORNIA
Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Bank of California Stadium
3939 South Figueroa St
Los Angeles, CA 90037
Sign Loc: 30' 2 S Grand Ave/Stadium
Sales Loc: Steve Leddege

NOTED	09/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) (Date)
(Title)

PRODUCTION APPROVAL
(Sales Exec. Signature) Date
(Production Mgr. Signature) Date

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 9 of 10

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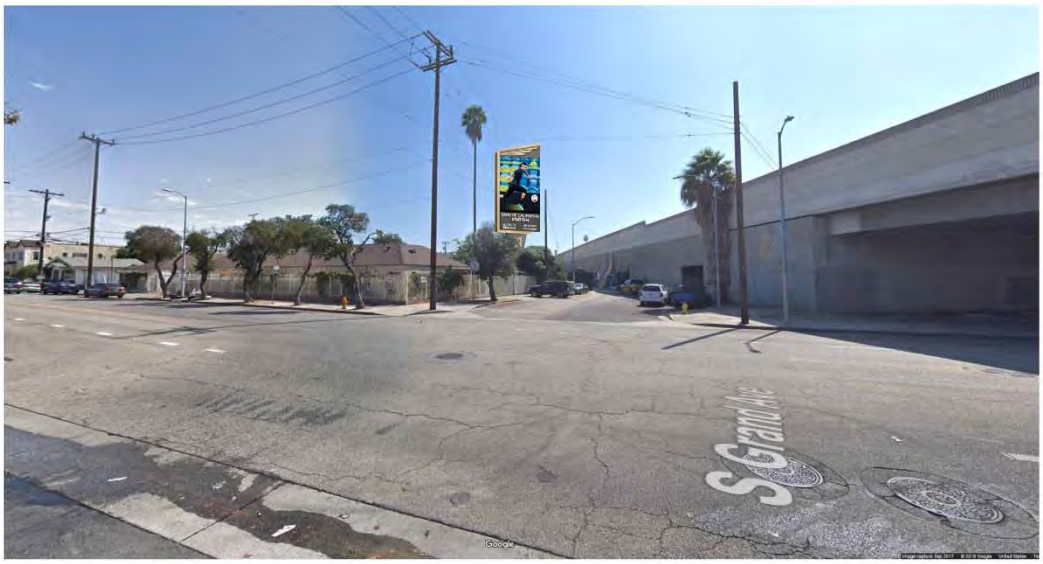

3899 S GRAND AVE (LOOKING S) 417 FEET FROM LAFC DISPLAY

G.417

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725 0816

YESCO
LOS ANGELES DIVISION

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB
Address: Bank of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037
Sign Loc: S1 2 S Grand Ave/Side on
Sales Lore: Steve Leddega

NOTED	06/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL
- ACCEPTED WITH NO CHANGES
- ACCEPTED WITH CHANGES AS NOTED
- REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) Date
Print

PRODUCTION APPROVAL

Sales Rep. Signature: Date
Production Mgr. Signature: Date

Design: ART 06737 R13
SIGN 3 - GRAND Sign

Sheet: 10 of 10

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APPENDIX C: 12TH PLACE CALCULATION DATA

Sign Lighting illuminance data presented below is derived from the lighting illuminance calculations prepared as per the methods described in Section 7.2 above. Illuminance data is presented in the following tables with location coordinates defined relative to the elevation and horizontal distance from lower left, viewing from the Property to the vertical plane where Light Trespass illuminance is under review. Grid data is displayed at ten feet on center, vertical and horizontal.

Table 10: Vertical Plane C-A1

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	0.36	0.36	0.37	0.36	0.36	0.35	0.34	0.33	0.31	0.30	0.29
125	0.37	0.37	0.36	0.36	0.36	0.35	0.34	0.33	0.32	0.30	0.29
115	0.38	0.38	0.37	0.37	0.36	0.35	0.34	0.33	0.32	0.31	0.29
105	0.37	0.38	0.37	0.38	0.36	0.35	0.34	0.33	0.32	0.31	0.29
95	0.37	0.38	0.37	0.37	0.36	0.36	0.35	0.33	0.32	0.31	0.30
85	0.37	0.37	0.37	0.37	0.37	0.35	0.34	0.33	0.32	0.30	0.29
75	0.37	0.38	0.38	0.37	0.36	0.35	0.34	0.33	0.32	0.31	0.29
65	0.37	0.37	0.37	0.36	0.35	0.35	0.34	0.33	0.31	0.30	0.29
55	0.36	0.36	0.36	0.35	0.35	0.34	0.33	0.32	0.31	0.30	0.28
45	0.34	0.35	0.35	0.35	0.34	0.33	0.32	0.31	0.30	0.29	0.28
35	0.34	0.34	0.34	0.33	0.33	0.32	0.32	0.30	0.30	0.28	0.27
25	0.32	0.33	0.33	0.32	0.32	0.31	0.30	0.29	0.29	0.28	0.27
15	0.30	0.32	0.31	0.31	0.30	0.30	0.29	0.28	0.27	0.26	0.26
5	0.28	0.29	0.29	0.30	0.28	0.27	0.28	0.27	0.26	0.26	0.25

HORIZONTAL (ft)	110	120	130	140	150	160	170	180	190	200	210
135	0.28	0.27	0.26	0.24	0.23	0.22	0.22	0.20	0.20	0.19	0.18
125	0.28	0.27	0.26	0.25	0.23	0.23	0.21	0.20	0.20	0.19	0.18
115	0.28	0.27	0.26	0.25	0.24	0.22	0.22	0.21	0.20	0.19	0.18
105	0.28	0.27	0.26	0.25	0.24	0.23	0.22	0.20	0.20	0.19	0.18
95	0.28	0.27	0.26	0.25	0.24	0.23	0.22	0.21	0.19	0.19	0.18
85	0.28	0.27	0.26	0.24	0.24	0.23	0.22	0.20	0.19	0.19	0.18
75	0.28	0.27	0.26	0.25	0.23	0.23	0.21	0.20	0.19	0.18	0.18
65	0.28	0.27	0.25	0.24	0.23	0.22	0.21	0.20	0.20	0.18	0.18
55	0.28	0.26	0.25	0.24	0.23	0.22	0.21	0.20	0.19	0.18	0.17
45	0.27	0.26	0.25	0.24	0.23	0.22	0.20	0.19	0.19	0.18	0.17
35	0.26	0.25	0.24	0.23	0.22	0.21	0.21	0.19	0.18	0.18	0.17
25	0.26	0.24	0.24	0.24	0.22	0.21	0.19	0.19	0.18	0.17	0.17
15	0.24	0.24	0.23	0.22	0.21	0.20	0.19	0.18	0.18	0.17	0.16
5	0.23	0.22	0.22	0.21	0.20	0.19	0.19	0.18	0.17	0.16	0.16

HORIZONTAL (ft)	220	230	240	250	260	270
135	0.17	0.16	0.15	0.15	0.14	0.13
125	0.17	0.16	0.15	0.15	0.14	0.13

115	0.17	0.16	0.15	0.14	0.14	0.13
105	0.17	0.16	0.15	0.15	0.14	0.13
95	0.17	0.16	0.16	0.15	0.14	0.13
85	0.17	0.16	0.16	0.15	0.14	0.13
75	0.17	0.16	0.15	0.14	0.14	0.13
65	0.17	0.16	0.15	0.14	0.14	0.13
55	0.16	0.16	0.15	0.14	0.13	0.13
45	0.16	0.15	0.15	0.14	0.13	0.13
35	0.16	0.15	0.15	0.14	0.14	0.13
25	0.16	0.15	0.14	0.14	0.13	0.12
15	0.15	0.15	0.14	0.13	0.13	0.12
5	0.15	0.14	0.14	0.13	0.13	0.12

Table 11: Vertical Plane C-A2

HORIZONTAL (ft)	0	10	20	30	40
135	2.16	2.32	2.48	2.63	2.76
125	2.23	2.40	2.55	2.70	2.84
115	2.31	2.44	2.60	2.76	2.91
105	2.33	2.47	2.65	2.79	2.93
95	2.36	2.54	2.65	2.82	2.96
85	2.36	2.54	2.69	2.82	2.98
75	2.35	2.52	2.67	2.83	2.98
65	2.32	2.49	2.66	2.82	2.96
55	2.26	2.42	2.61	2.75	2.88
45	2.19	2.35	2.50	2.65	2.75
35	2.08	2.24	2.38	2.50	2.60
25	1.96	2.11	2.25	2.34	2.43
15	1.83	1.95	2.07	2.16	2.24
5	1.68	1.78	1.89	1.96	2.02

Table 12: Vertical Plane C-A3

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08
125	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08
115	0.12	0.11	0.11	0.10	0.10	0.10	0.09	0.09	0.08	0.08	0.08
105	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.07
95	0.12	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.07
85	0.12	0.11	0.10	0.10	0.10	0.09	0.09	0.08	0.08	0.08	0.07
75	0.11	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.07
65	0.11	0.11	0.10	0.10	0.10	0.09	0.09	0.08	0.08	0.08	0.07
55	0.11	0.11	0.10	0.10	0.10	0.09	0.09	0.08	0.08	0.08	0.07
45	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07
35	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07
25	0.11	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.07	0.07

15	0.11	0.11	0.10	0.10	0.09	0.09	0.08	0.08	0.08	0.08	0.07
5	0.11	0.10	0.10	0.09	0.09	0.09	0.08	0.08	0.08	0.07	0.07

HORIZONTAL (ft)	110	120	130	140	150	160	170	180	190	200	210
135	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05
125	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
115	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05
105	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
95	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
85	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
75	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
65	0.07	0.07	0.07	0.07	0.06	0.06	0.06	0.05	0.05	0.05	0.05
55	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05
45	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
35	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
25	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05
15	0.07	0.07	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05	0.05
5	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.05	0.05	0.05	0.05

HORIZONTAL (ft)	220	230	240	250	260	270	280	290	300	310	320
135	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
125	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
115	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
105	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
95	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
85	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
75	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
65	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03
55	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
45	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
35	0.05	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
25	0.04	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
15	0.05	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
5	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03

HORIZONTAL (ft)	330	340	350	360	370	380	390	400	410	420	430
135	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
125	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
115	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
105	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
95	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
85	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02
75	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02
65	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
55	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
45	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02

35	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
25	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
15	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02
5	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02

HORIZONTAL (ft)	440	450	460	470	480	490	500	510	520	530	540
135	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
125	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
115	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
105	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
95	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
85	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
75	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
65	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
55	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
45	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
35	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
25	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
15	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
5	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02

HORIZONTAL (ft)	550	560	570
135	0.02	0.02	0.02
125	0.02	0.02	0.02
115	0.02	0.02	0.01
105	0.02	0.02	0.02
95	0.02	0.02	0.01
85	0.02	0.02	0.01
75	0.02	0.02	0.01
65	0.02	0.02	0.02
55	0.02	0.02	0.02
45	0.02	0.02	0.02
35	0.02	0.02	0.01
25	0.02	0.02	0.02
15	0.02	0.02	0.02
5	0.02	0.02	0.02

Table 13: Vertical Plane C-A4

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	0.29	0.27	0.26	0.25	0.24	0.23	0.21	0.20	0.19	0.18	0.17
125	0.29	0.28	0.26	0.26	0.24	0.23	0.21	0.20	0.19	0.18	0.17
115	0.29	0.28	0.27	0.25	0.24	0.23	0.21	0.21	0.20	0.18	0.17
105	0.29	0.28	0.27	0.25	0.24	0.23	0.22	0.20	0.19	0.18	0.17
95	0.29	0.28	0.27	0.25	0.24	0.23	0.21	0.20	0.19	0.18	0.17

85	0.29	0.28	0.27	0.25	0.23	0.22	0.21	0.20	0.19	0.18	0.17
75	0.29	0.28	0.27	0.25	0.24	0.22	0.21	0.20	0.19	0.18	0.17
65	0.29	0.27	0.26	0.25	0.24	0.22	0.21	0.20	0.19	0.18	0.17
55	0.28	0.27	0.26	0.24	0.23	0.22	0.21	0.20	0.19	0.18	0.17
45	0.27	0.26	0.25	0.24	0.23	0.22	0.21	0.19	0.18	0.18	0.17
35	0.27	0.26	0.25	0.23	0.23	0.21	0.20	0.20	0.19	0.17	0.16
25	0.25	0.25	0.24	0.23	0.22	0.21	0.20	0.19	0.18	0.17	0.16
15	0.04	0.11	0.17	0.22	0.22	0.20	0.20	0.18	0.18	0.17	0.16
5	0.00	0.00	0.06	0.21	0.21	0.21	0.19	0.18	0.17	0.17	0.15

HORIZONTAL (ft)	110	120	130
135	0.16	0.16	0.15
125	0.16	0.16	0.14
115	0.16	0.15	0.15
105	0.16	0.15	0.15
95	0.16	0.15	0.15
85	0.16	0.15	0.14
75	0.16	0.15	0.14
65	0.16	0.15	0.15
55	0.16	0.15	0.14
45	0.16	0.15	0.14
35	0.15	0.15	0.14
25	0.15	0.15	0.14
15	0.15	0.14	0.14
5	0.15	0.14	0.13

APPENDIX D: GRAND SITE CALCULATION DATA

Sign Lighting illuminance data presented below is derived from the lighting illuminance calculations prepared as per the methods described in Section 7.2 above. Illuminance data is presented in the following tables with location coordinates defined relative to the elevation and horizontal distance from lower left, viewing from the Property to the vertical plane where Light Trespass illuminance is under review. Grid data is displayed at ten feet on center, vertical and horizontal.

Table 14: Vertical Plane C-B1

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	0.21	0.22	0.22	0.23	0.24	0.25	0.26	0.26	0.27	0.28	0.29
125	0.21	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.27	0.28	0.28
115	0.22	0.22	0.23	0.23	0.24	0.25	0.26	0.27	0.28	0.28	0.29
105	0.21	0.22	0.23	0.23	0.24	0.25	0.27	0.27	0.27	0.29	0.29
95	0.21	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.28	0.29	0.29
85	0.20	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.28	0.28	0.29
75	0.21	0.21	0.22	0.23	0.24	0.25	0.26	0.27	0.28	0.28	0.28
65	0.20	0.21	0.22	0.23	0.23	0.25	0.25	0.26	0.27	0.28	0.29
55	0.21	0.21	0.22	0.23	0.23	0.25	0.25	0.25	0.27	0.28	0.28
45	0.21	0.21	0.22	0.22	0.23	0.24	0.25	0.26	0.26	0.27	0.28
35	0.21	0.20	0.22	0.22	0.23	0.23	0.25	0.25	0.25	0.26	0.27
25	0.21	0.20	0.21	0.22	0.22	0.23	0.24	0.25	0.25	0.26	0.27
15	0.20	0.20	0.20	0.21	0.22	0.22	0.24	0.24	0.25	0.26	0.26
5	0.19	0.19	0.19	0.20	0.21	0.22	0.22	0.24	0.24	0.25	0.25

HORIZONTAL (ft)	110	120	130	140	150	160	170	180	190	200	210
135	0.29	0.29	0.30	0.29	0.30	0.30	0.29	0.29	0.28	0.28	0.29
125	0.30	0.30	0.29	0.30	0.29	0.30	0.29	0.29	0.29	0.28	0.28
115	0.29	0.30	0.29	0.29	0.30	0.30	0.29	0.29	0.29	0.28	0.28
105	0.29	0.29	0.30	0.31	0.30	0.29	0.29	0.30	0.29	0.29	0.28
95	0.29	0.29	0.29	0.29	0.30	0.30	0.30	0.29	0.29	0.28	0.28
85	0.29	0.29	0.29	0.30	0.30	0.29	0.29	0.29	0.29	0.28	0.28
75	0.29	0.30	0.29	0.30	0.30	0.29	0.29	0.29	0.28	0.28	0.28
65	0.29	0.29	0.29	0.30	0.29	0.29	0.29	0.29	0.29	0.29	0.27
55	0.28	0.29	0.29	0.29	0.30	0.29	0.29	0.28	0.28	0.28	0.27
45	0.28	0.29	0.29	0.29	0.30	0.28	0.29	0.28	0.28	0.27	0.27
35	0.28	0.28	0.29	0.29	0.28	0.28	0.29	0.28	0.27	0.28	0.27
25	0.28	0.27	0.28	0.28	0.28	0.27	0.28	0.27	0.27	0.27	0.27
15	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.26	0.26	0.26
5	0.25	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.27	0.26	0.25

HORIZONTAL (ft)	220	230	240	250	260	270	280	290	300	310	320
135	0.28	0.27	0.26	0.26	0.25	0.24	0.23	0.22	0.22	0.22	0.21
125	0.27	0.26	0.26	0.26	0.25	0.24	0.24	0.23	0.23	0.21	0.21
115	0.28	0.27	0.26	0.26	0.25	0.25	0.23	0.23	0.22	0.21	0.21

105	0.27	0.27	0.26	0.26	0.25	0.24	0.24	0.23	0.23	0.21	0.21
95	0.28	0.27	0.26	0.25	0.25	0.25	0.24	0.23	0.22	0.22	0.21
85	0.28	0.27	0.26	0.25	0.24	0.25	0.23	0.22	0.22	0.21	0.21
75	0.27	0.26	0.26	0.25	0.25	0.25	0.23	0.23	0.22	0.22	0.21
65	0.28	0.26	0.26	0.26	0.25	0.24	0.23	0.22	0.22	0.21	0.20
55	0.27	0.26	0.26	0.24	0.25	0.24	0.23	0.22	0.22	0.22	0.21
45	0.27	0.26	0.25	0.25	0.24	0.24	0.23	0.22	0.21	0.21	0.20
35	0.26	0.26	0.26	0.24	0.24	0.23	0.23	0.22	0.22	0.21	0.20
25	0.26	0.26	0.25	0.24	0.23	0.23	0.23	0.23	0.21	0.20	0.20
15	0.26	0.25	0.25	0.24	0.23	0.23	0.22	0.22	0.21	0.21	0.20
5	0.26	0.24	0.24	0.23	0.23	0.23	0.22	0.21	0.21	0.20	0.19

HORIZONTAL (ft)	330	340	350	360	370	380	390	400	410	420	430	440
135	0.21	0.20	0.19	0.19	0.18	0.17	0.17	0.16	0.16	0.15	0.15	0.14
125	0.21	0.19	0.19	0.18	0.17	0.17	0.16	0.16	0.16	0.15	0.15	0.14
115	0.21	0.19	0.19	0.18	0.18	0.17	0.17	0.16	0.16	0.15	0.15	0.14
105	0.20	0.20	0.19	0.18	0.18	0.17	0.17	0.17	0.16	0.16	0.15	0.14
95	0.20	0.19	0.20	0.19	0.18	0.17	0.17	0.16	0.16	0.15	0.15	0.14
85	0.21	0.20	0.19	0.19	0.18	0.18	0.17	0.16	0.16	0.15	0.15	0.14
75	0.21	0.20	0.19	0.18	0.18	0.17	0.16	0.16	0.16	0.15	0.14	0.14
65	0.20	0.19	0.19	0.18	0.18	0.17	0.17	0.16	0.16	0.15	0.14	0.14
55	0.20	0.20	0.19	0.19	0.18	0.17	0.16	0.15	0.15	0.15	0.14	0.14
45	0.20	0.19	0.19	0.18	0.18	0.17	0.16	0.16	0.15	0.15	0.14	0.14
35	0.20	0.19	0.18	0.18	0.18	0.16	0.16	0.16	0.15	0.15	0.14	0.14
25	0.19	0.19	0.18	0.18	0.17	0.17	0.16	0.16	0.15	0.14	0.14	0.14
15	0.19	0.19	0.18	0.18	0.17	0.16	0.16	0.16	0.15	0.14	0.14	0.14
5	0.19	0.19	0.18	0.17	0.17	0.17	0.16	0.15	0.15	0.14	0.14	0.13

Table 15: Vertical Plane C-B2

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	1.43	1.51	1.58	1.64	1.69	1.72	1.76	1.79	1.80	1.80	1.81
125	1.45	1.53	1.59	1.64	1.70	1.74	1.79	1.80	1.85	1.84	1.85
115	1.43	1.52	1.60	1.63	1.68	1.74	1.81	1.83	1.86	1.88	1.89
105	1.43	1.52	1.60	1.65	1.72	1.75	1.79	1.83	1.89	1.91	1.90
95	1.44	1.54	1.62	1.68	1.70	1.77	1.82	1.87	1.90	1.92	1.93
85	1.46	1.54	1.62	1.67	1.72	1.77	1.81	1.87	1.90	1.93	1.94
75	1.47	1.57	1.63	1.67	1.73	1.80	1.83	1.89	1.91	1.92	1.94
65	1.49	1.58	1.65	1.70	1.74	1.80	1.84	1.89	1.89	1.91	1.91
55	1.48	1.56	1.64	1.69	1.76	1.80	1.82	1.86	1.90	1.89	1.90
45	1.47	1.54	1.60	1.67	1.72	1.77	1.82	1.84	1.87	1.86	1.85
35	1.42	1.50	1.57	1.64	1.69	1.75	1.77	1.78	1.81	1.81	1.80
25	1.37	1.45	1.50	1.58	1.61	1.67	1.71	1.72	1.74	1.75	1.73
15	1.30	1.38	1.45	1.52	1.57	1.61	1.63	1.66	1.69	1.67	1.65
5	1.25	1.36	1.40	1.45	1.51	1.53	1.56	1.59	1.58	1.59	1.57

HORIZONTAL (ft)	110	120	130	140	150
135	1.79	1.74	1.70	1.64	1.56
125	1.81	1.78	1.76	1.67	1.61
115	1.87	1.82	1.79	1.69	1.63
105	1.88	1.85	1.79	1.74	1.68
95	1.88	1.87	1.82	1.76	1.68
85	1.91	1.86	1.82	1.75	1.68
75	1.90	1.87	1.82	1.74	1.67
65	1.90	1.86	1.82	1.75	1.66
55	1.87	1.84	1.79	1.71	1.62
45	1.82	1.78	1.73	1.68	1.58
35	1.79	1.74	1.68	1.61	1.53
25	1.70	1.67	1.62	1.55	1.45
15	1.62	1.59	1.55	1.47	1.38
5	1.55	1.50	1.45	1.39	1.30

Table 16: Vertical Plane C-B3

HORIZONTAL (ft)	0	10	20	30	40	50	60	70	80	90	100
135	0.18	0.19	0.21	0.24	0.26	0.28	0.30	0.34	0.37	0.41	0.45
125	0.18	0.20	0.22	0.24	0.26	0.28	0.32	0.35	0.39	0.42	0.46
115	0.18	0.20	0.22	0.24	0.27	0.29	0.32	0.35	0.39	0.44	0.48
105	0.19	0.20	0.22	0.24	0.27	0.29	0.33	0.35	0.39	0.43	0.49
95	0.19	0.21	0.22	0.25	0.27	0.29	0.32	0.36	0.40	0.44	0.49
85	0.18	0.20	0.22	0.24	0.27	0.29	0.33	0.36	0.40	0.44	0.49
75	0.18	0.20	0.22	0.24	0.27	0.29	0.32	0.36	0.39	0.44	0.49
65	0.18	0.20	0.22	0.24	0.26	0.29	0.32	0.36	0.40	0.44	0.49
55	0.18	0.20	0.22	0.24	0.26	0.28	0.32	0.35	0.40	0.44	0.48
45	0.18	0.19	0.21	0.23	0.26	0.28	0.31	0.35	0.39	0.43	0.48
35	0.17	0.19	0.21	0.23	0.25	0.27	0.31	0.33	0.37	0.41	0.46
25	0.17	0.19	0.20	0.22	0.24	0.27	0.29	0.32	0.36	0.39	0.45
15	0.17	0.18	0.19	0.21	0.23	0.25	0.28	0.31	0.34	0.38	0.42
5	0.17	0.18	0.19	0.22	0.23	0.25	0.28	0.30	0.32	0.36	0.40

HORIZONTAL (ft)	110	120	130	140	150	160	170	180	190	200	210
135	0.45	0.50	0.56	0.63	0.69	0.77	0.86	0.96	1.07	1.18	1.27
125	0.46	0.52	0.57	0.64	0.73	0.80	0.90	1.02	1.14	1.26	1.38
115	0.48	0.53	0.59	0.67	0.75	0.84	0.94	1.05	1.17	1.33	1.48
105	0.49	0.54	0.60	0.67	0.76	0.86	0.98	1.09	1.24	1.38	1.53
95	0.49	0.54	0.61	0.69	0.78	0.88	0.98	1.11	1.25	1.38	1.54
85	0.49	0.55	0.61	0.69	0.77	0.87	0.99	1.10	1.25	1.38	1.56
75	0.49	0.55	0.62	0.69	0.77	0.86	0.98	1.11	1.22	1.37	1.51
65	0.49	0.55	0.62	0.68	0.77	0.85	0.96	1.07	1.21	1.33	1.46
55	0.48	0.54	0.60	0.67	0.76	0.83	0.95	1.05	1.16	1.28	1.41
45	0.48	0.53	0.59	0.66	0.73	0.82	0.91	1.00	1.11	1.21	1.31
35	0.46	0.51	0.57	0.64	0.71	0.78	0.86	0.96	1.03	1.14	1.22
25	0.45	0.50	0.56	0.61	0.68	0.74	0.83	0.90	0.98	1.04	1.11

15	0.42	0.47	0.52	0.59	0.64	0.70	0.77	0.83	0.90	0.97	1.01
5	0.40	0.45	0.50	0.55	0.60	0.64	0.69	0.75	0.79	0.84	0.87

HORIZONTAL (ft)	220	230	240	250	260	270	280	290	300	310
135	1.37	1.40	1.36	1.20	0.79	0.39	0.20	0.10	0.17	0.87
125	1.48	1.57	1.55	1.37	0.94	0.45	0.19	0.10	0.15	1.13
115	1.57	1.67	1.67	1.52	1.04	0.53	0.21	0.12	0.18	1.35
105	1.67	1.74	1.75	1.62	1.13	0.57	0.24	0.13	0.23	1.47
95	1.69	1.78	1.81	1.66	1.17	0.61	0.28	0.15	0.26	1.55
85	1.68	1.77	1.79	1.66	1.17	0.62	0.29	0.15	0.29	1.52
75	1.65	1.71	1.73	1.59	1.15	0.65	0.32	0.18	0.30	1.43
65	1.58	1.64	1.63	1.48	1.08	0.64	0.33	0.19	0.33	1.28
55	1.48	1.55	1.51	1.37	0.99	0.60	0.32	0.19	0.32	1.11
45	1.37	1.40	1.36	1.22	0.92	0.54	0.33	0.20	0.30	0.92
35	1.26	1.28	1.22	1.08	0.78	0.51	0.31	0.19	0.26	0.75
25	1.13	1.14	1.08	0.92	0.67	0.44	0.26	0.18	0.22	0.58
15	1.01	0.98	0.93	0.77	0.56	0.35	0.20	0.12	0.16	0.42
5	0.86	0.82	0.74	0.60	0.40	0.23	0.10	0.04	0.08	0.29

Appendix C

Historic Resources Investigation: Los Angeles Football Stadium Freeway Sign

Prepared by Historic Resources Group

To:	Eyestone Environmental
Attn:	Stephanie Eyestone-Jones
From:	Paul Travis, AICP, Principal
Date:	August 2, 2018

SUMMARY OF FINDINGS

Historic Resources Group has investigated historic resources in the near vicinity of proposed stand-alone freeway signs for the Los Angeles Football Club Stadium. The proposed freeway signs would be located at 1320 W. 12th Place and 3912 S. Grand Avenue. This memorandum identifies historic resources in the near vicinity of the two sites, which are both adjacent to State Route 110. A discussion of potential impacts to historic resources as defined by the California Environmental Quality Act (CEQA) is also included

Investigation of historic resources near the two proposed locations and a review of the proposed new signage did not identify any potential significant impacts to historic resources.

PROJECT DESCRIPTION

The Los Angeles Football Club (LAFC) proposes freeway signs at two sites, which would be a component of the overall signage program for the LAFC Soccer Stadium Project located at 3939 South Figueroa Street at the southern end of the Figueroa Corridor in Exposition Park. The stadium project is an iconic sports and entertainment venue at the site of the former Los Angeles Memorial Sports Arena and includes the development of an approximately 22,000-seat stadium and ancillary facilities. The proposed freeway signs are part of a larger signage program for the LAFC stadium that includes naming and sponsorship rights, consistent with a state-of-the-art Major League Soccer stadium and entertainment venue.

The sign proposed for 1320 W. 12th Place would be a digital sign located on the west side of State Route 110 and north of the State Route 10 with digital displays directed to

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traffic traveling north and south on the State Route 110. The sign proposed for 3912 S. Grand Avenue would be a digital sign located on the east side of the State Route 110 south of the Exposition Boulevard/37th Street freeway exit with digital displays directed to traffic traveling north and south on the State Route 110. Conceptual renderings of the signs are included in Appendix C.

METHODOLOGY

Context and survey findings from SurveyLA, the City of Los Angeles' city-wide survey effort, were consulted to locate any potential historic resources identified by SurveyLA in the near vicinity of the two sites of investigation. The California Historic Resources Inventory (last updated 2011) was also consulted. Identification of any additional potential resources is based on a review of the relevant historic contexts and an analysis of the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places and the California Register of Historical Resources, and for designation as a Los Angeles Historic-Cultural Monument.

Site investigation of both locations were conducted on May 7, 2017. The investigation revealed only two resources in the near vicinity of the 3912 S. Grand Avenue location. No historic resources were identified in the near vicinity of the 1320 W. 12th Place location. Both resources in the vicinity of the 3912 S. Grand Avenue location had been previously identified through SurveyLA. Historic investigation has been conducted by Paul Travis, AICP, Principal and Robby Aranguren, Planning Associate.

HISTORIC RESOURCES INVESTIGATION

1320 W. 12th Place

The subject parcel at 1320 W. 12th Place is located in a block bounded by 12th Place, Albany Street, Pico Boulevard and State Route 110. The location is on the west side of State Route 110, west of the Los Angeles Convention Center. The parcel contains a one-story, brick-clad commercial office building constructed in 1958. The building is rectangular in plan with a flat roof. The building is not an important example of style or type and no important associations were uncovered.

No listed or designated historic resources are located on the site or in the near vicinity of the site. The Westlake Community Plan Area, which includes 1320 W. 12th Place, was subject to historic resources survey by SurveyLA in 2014.[1] SurveyLA did not identify any resources eligible for historic listing at 1320 W. 12th Place or in the immediate vicinity of this site.

[1] Historic Resources Group, April 2014

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The subject parcel at 3912 S. Grand Avenue contains a parking lot located in a triangular block bounded by Hill Street, W. 39th Street, S. Grand Avenue and State Route 110. The location is on the east side of State Route 110, east of Exposition Park and the Los Angeles Football Club Stadium. No listed or designated historic resources are located on or immediately adjacent to the site.

The Southeast Los Angeles Community Plan Area, which includes 3912 S. Grand Avenue, was subject to historic resources survey by SurveyLA in 2012.[2] Parcels zoned as industrial within the Southeast Los Angeles Community Plan Area were later surveyed by SurveyLA in 2015.[3] Two resources in the vicinity of the 3912 S. Grand Avenue site were identified by SurveyLA as eligible for historic designation. These are as follows:

South Grand Avenue Streetlights

SurveyLA identified a collection of ornamental streetlights dating from the early-20th century located on South Grand Avenue between 39th Street and Jefferson Boulevard. The streetlights were identified as historically significant as an "excellent collection of early ornamental streetlights in Southeast Los Angeles." The South Grand Avenue Streetlights were assigned a status code of 5S3 or "Appears to be individually eligible for local listing or designation through survey evaluation." Field observation of the streetlights on South Grand Avenue between 39th Street and Jefferson Boulevard confirms that they are the double-lantern model streetlights installed during the 1920s. They are treated as historic resources herein for the purposes of CEQA.

Memorial Coliseum Sign

SurveyLA identified the Memorial Coliseum sign located at 3843 S Grand Avenue as eligible for local listing. The Memorial Coliseum sign was found significant for its association with the 1984 Olympic Games. The SurveyLA finding indicates that the Memorial Coliseum sign "appears to be eligible for local designation only and may not meet significance thresholds for National Register and California Register eligibility." The National Register Criteria for Evaluation exclude properties that achieved significance within the past fifty years unless they are of *exceptional importance*. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance.[4] Under Criteria Consideration G a property achieving significance within the past fifty years

[2] GPA Consulting, March 2012
[3] GPA Consulting, December 2015
[4] U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_7.htm#crit (accessed July 18, 2018).

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is eligible if it is of *exceptional importance*. The phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual.

Because the Memorial Coliseum sign was constructed in 1984 and is 34 years old at the time of this memorandum, it is less than 50 years old. SurveyLA uncovered no evidence to suggest that the sign is of exceptional importance as would be necessary to satisfy Criterion Consideration G. Therefore, the Memorial Coliseum sign was not found eligible for the National Register. Although criteria for the California Register is somewhat less exacting in terms of age thresholds, it is likely that the sign was not found eligible for the California Register for similar reasons. In addition, the Memorial Coliseum underwent some alteration for maintenance and upgrades in 2015. These alterations included replacement of all internal lighting components utilizing LED lights; replacement of the lettering spelling out 'Los Angeles Memorial Coliseum and Sports Arena' with backlit, white LED illumination; replacement of the upper and lower advertising spaces with LED display technology; installation of LED technology for the Coliseum, Arena and Exposition Park display area; and installation of LED technology for the Time and Temperature displays. The entire cabinet and column structure was also repainted utilizing the original 1984 colors.[5]

Section 22.171.7 of Article 1, Chapter 9, Division 22 of the City of Los Angeles Administrative Code defines a Historic-Cultural Monument as "any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles." A proposed Monument may be designated by the City Council upon the recommendation of the Cultural Heritage Commission if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

[5] Furin, May 28, 2015.

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The Memorial Coliseum sign was assigned a status code of 5S3 or "Appears to be individually eligible for local listing or designation through survey evaluation" by SurveyLA. The sign is one of a handful of extant structures specifically designed and constructed for the 1984 Summer Games which was an important event of national, state, and local history. Therefore, the Memorial Coliseum sign appears significant under Historical-Cultural Monument Criterion 1. Despite some alterations, the Memorial Coliseum sign retains its original form and structure from 1984 and replacement display components have maintained the original display area dimensions. Therefore, while the Memorial Coliseum sign is not eligible for listing under the National Register and California Register, because the sign may be eligible for local designation this analysis conservatively treats the sign as a historic resource for the purposes of CEQA.

An aerial photo showing the location of historic resources is included in Appendix A. Resources as documented by SurveyLA are included in Appendix B.

POTENTIAL IMPACTS UNDER CEQA

Direct Impacts

Impact analysis under CEQA is primarily focused on project effects that would result in a "substantial adverse change" to a historic resource. Pursuant to State CEQA Guidelines §15064.5(b), "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."

"Substantial adverse change" is defined in this section as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, historic listing.

The two sites where the proposed freeway signs would be located do not include any historic resource or resources so construction of a freeway sign at those locations will not result in any material impairment of a historic resource. For the historic resources in the vicinity of the 3912 S. Grand Avenue sign location, the physical characteristics that convey historic significance and justify eligibility for historic listing will remain intact and unchanged. There are no historic resources in the vicinity of the 1320 W. 12th Place location. Therefore, a freeway sign in either location would not result in a significant impact to historical resources as defined by CEQA.

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Indirect Impacts

Discussion of "indirect impacts" regarding historic resources tends to focus on alteration of the setting of a historic resource, interrupting or altering historic spatial relationships or obscuring important views. It is important to note, however, that an alteration of the existing condition (whether setting, spatial relationships or views) does not necessarily constitute a significant indirect impact. The alteration would still need to materially impair the significance of that resource as defined by CEQA. To do so, the setting, spatial relationship(s) or view being effected would need to be intrinsic to the significance of the historic resource.

1320 W. 12th Place Location

Because there are no historic resources in the vicinity of the 1320 W. 12th Place location, construction of a freeway sign at 1320 W. 12th Place would not alter the setting, spatial relationships, or obscure important views of a historic resource in a manner that would impair or reduce its historic significance and, therefore, construction of a freeway sign at 1320 W. 12th Place would not result in a significant impact to historical resources as defined by CEQA.

3912 S. Grand Avenue Location

The South Grand Avenue Streetlights are located north of the 3912 South Grand Avenue site beginning across 39th Street and continuing along South Grand Avenue until Jefferson Boulevard. The South Grand Avenue Streetlights would be located more than 400 feet away from the freeway sign proposed for 3912 S. Grand Avenue. New construction located south of the Streetlights - including the construction of the proposed freeway sign that would be approximately 135 feet tall - would not alter their setting, spatial relationships, or important views in a manner that would impair or reduce their historic significance. The significance of the streetlights is conveyed by the physical design of the streetlight fixtures and their arrangement along both sides of South Grand Avenue; neither of these would change with the construction of a freeway sign to the south.

The Memorial Coliseum sign is located to the north of the 3912 S Grand Avenue site. It does not appear, however, that the proposed freeway sign will block or obscure important views to the Memorial Coliseum sign. View studies confirm that the proposed freeway sign would only obscure very limited views of the Memorial Coliseum sign when it is viewed from vantage points at substantial distances to the south. At these distances, the Memorial Coliseum sign text is not readable, and existing freeway overpasses already obstruct views of the sign. The view studies are included in Appendix D. At approximately 1,000 feet from the Memorial Coliseum sign the proposed freeway sign at 3912 S. Grand Avenue would not block the Memorial Coliseum sign when viewed from the far-right lane

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of the State Route 110 northbound. The far-right lane is considered the most conservative viewing angle; lanes to the left are less likely to have view obstruction. No view blockage would occur from any lane at any distances closer than 1,000 feet.

It is the physical form and design of the Memorial Coliseum sign, as well as the readability of its text displays, that together convey the sign's historic significance. Any interruption of views to the Memorial Coliseum sign would occur only at distances beyond 1,000 feet. Any interruption would be extremely limited and intermittent depending on the location of the motorist at any given moment. The important and meaningful views of the Memorial Coliseum sign would be maintained as there would be no view blockage of the Memorial Coliseum sign at 1,000 feet when viewed from the far right lane of the State Route 110 northbound. It is only within this distance where the physical form of the Memorial Coliseum sign can be understood, and the text displays become legible to motorists.

Intermittent interruption of the current views to the Memorial Coliseum sign from some limited locations at distances beyond 1,000 feet would not be sufficient to reduce the sign's ability to convey its historic significance. Accordingly, construction of a freeway sign at 3912 S. Grand Avenue would not alter the setting, spatial relationships, or obscure important views of a historic resource and, therefore, construction of a freeway sign at 3912 S. Grand Avenue would not result in a significant impact to historical resources as defined by CEQA.

CONCLUSIONS

Stand-alone freeway signs for the Los Angeles Football Club Stadium are proposed for locations at 1320 W. 12th Place and 3912 S. Grand Avenue. No historic resources were identified in the near vicinity of the 1320 W. 12th Place location.

Investigation revealed two resources in the near vicinity of the 3912 S. Grand Avenue location that have been identified as eligible for historic listing. These are the South Grand Avenue Streetlights located north of the 3912 South Grand Avenue site beginning across 39th Street and continuing along South Grand Avenue until Jefferson Boulevard; and the Memorial Coliseum sign located to the north of the 3912 S Grand Avenue site. The proposed construction of freeway signs for the Los Angeles Football Stadium will not result in any direct or indirect impacts to the South Grand Avenue Streetlights or the Memorial Coliseum sign and will, therefore, not result in significant impacts to historic resources as defined by CEQA.

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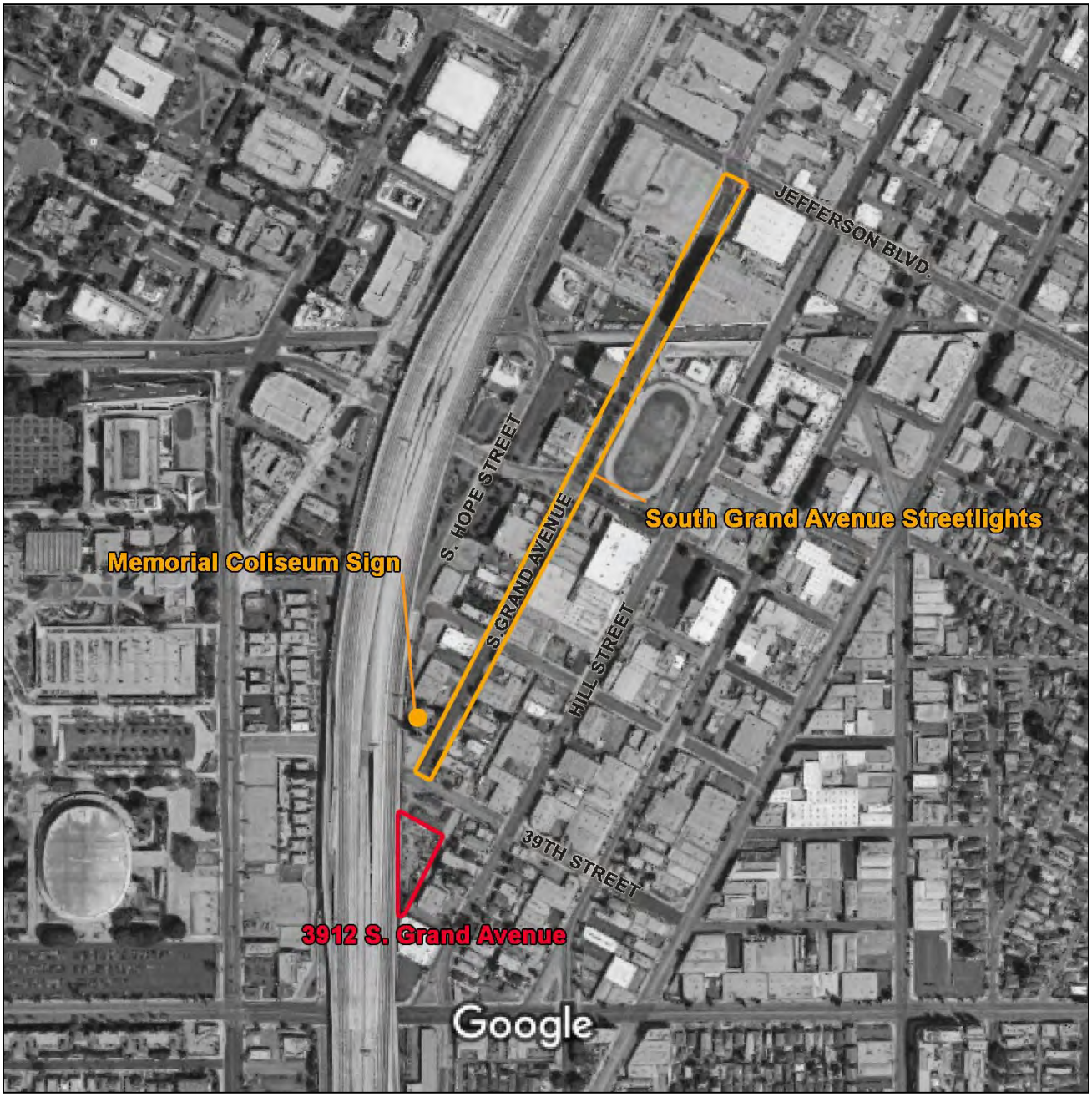

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Related historic resources as identified by SurveyLA are included on the following pages.

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Address:	Figueroa Street between 18th Street and Adams Boulevard
Name:	South Figueroa Street Streetlights
Year built:	1920
Architectural style:	Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Public Works, 1900-1980
Sub theme:	Street Lights and the Bureau of Street Lighting, 1900-1980
Property type:	Institutional - Infrastructure
Property sub type:	Street Light(s)
Criteria:	A/C;1/3;1/3
Status code:	5S3
Reason:	Excellent collection of early ornamental streetlights in Southeast Los Angeles. Streetlights with double lantern, "UM 1906" style, located along both sides of Figueroa Street between 18th Street on the north and Adams Boulevard on the south. In the mid-1920s, hundreds of these streetlights were installed in downtown Los Angeles, extending outward along several major streets. These streetlights appear to meet local criteria only and may not meet significance thresholds for National Register of California Register eligibility.

Address:	South Grand Avenue between 39th Street and Jefferson Boulevard
Name:	South Grand Avenue Streetlights
Year built:	1920
Architectural style:	Not Applicable

Context 1:

Context:	Public and Private Institutional Development, 1850-1980
Sub context:	Government Infrastructure and Services, 1850-1980
Theme:	Public Works, 1900-1980
Sub theme:	Street Lights and the Bureau of Street Lighting, 1900-1980
Property type:	Institutional - Infrastructure
Property sub type:	Street Light(s)
Criteria:	A/C;1/3;1/3
Status code:	5S3
Reason:	Excellent collection of early ornamental streetlights in Southeast Los Angeles. Streetlights with double lantern located along both sides of South Grand Avenue between Jefferson Boulevard on the north and 39th Street on the south. In the mid-1920s, hundreds of these streetlights were installed in downtown Los Angeles, extending outward along several major streets. These streetlights appear to meet local criteria only and may not meet significance thresholds for National Register of California Register eligibility.

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Primary Address: 3843 S GRAND AVE

Other Address: 3843 1/2 S GRAND AVE
3845 S GRAND AVE
3845 1/2 S GRAND AVE

Name:

Year built: 1984

Architectural style: Modern, Late

Context 1:

Context:	Commercial Development, 1850-1980
Sub context:	No Sub-context
Theme:	Commercial Signs, 1906-1980
Sub theme:	Pylons, Poles, Stantions, and Billboards, 1920-1980
Property type:	Commercial - Sign
Property sub type:	Freestanding Tower
Criteria:	A/1/1
Status code:	5S3
Reason:	Significant as a large sign advertising a major recreational facility in Los Angeles; associated with the 1984 Olympic Games. This sign appears to meet local criteria only and may not meet significance thresholds for National Register of California Register eligibility.

Primary Address: 1800 S HILL ST

Other Address: 156 W 18TH ST
162 W 18TH ST
1802 S HILL ST
1804 S HILL ST
1806 S HILL ST
1808 S HILL ST

Name: Talon Zipper Company

Year built: 1947

Architectural style: Moderne, Late

Context 1:

Context:	Industrial Development, 1850-1980
Sub context:	Manufacturing for the Masses, 1883-1989
Theme:	Garments and Textiles, 1896-1980
Sub theme:	No SubTheme
Property type:	Industrial
Property sub type:	Garment Factory
Criteria:	A/1/1 & C/3/3
Status code:	3S;3CS;5S3
Reason:	Excellent example of a factory associated with the garment industry. Exemplifies the distinctive design features of its type.

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Project renderings are included on the following pages.

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SITE ADDRESS

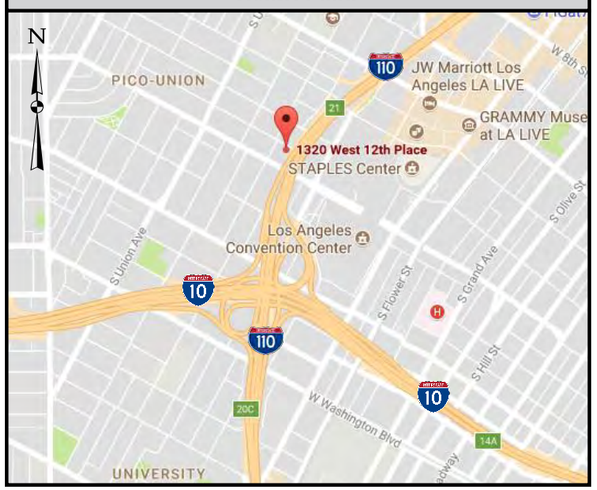
BANC OF CALIFORNIA STADIUM
Los Angeles Football Club
1320 W. 12th Place
Los Angeles, CA 90015

SIGN KEY / SIGN LEGEND

FREESTANDING SIGN

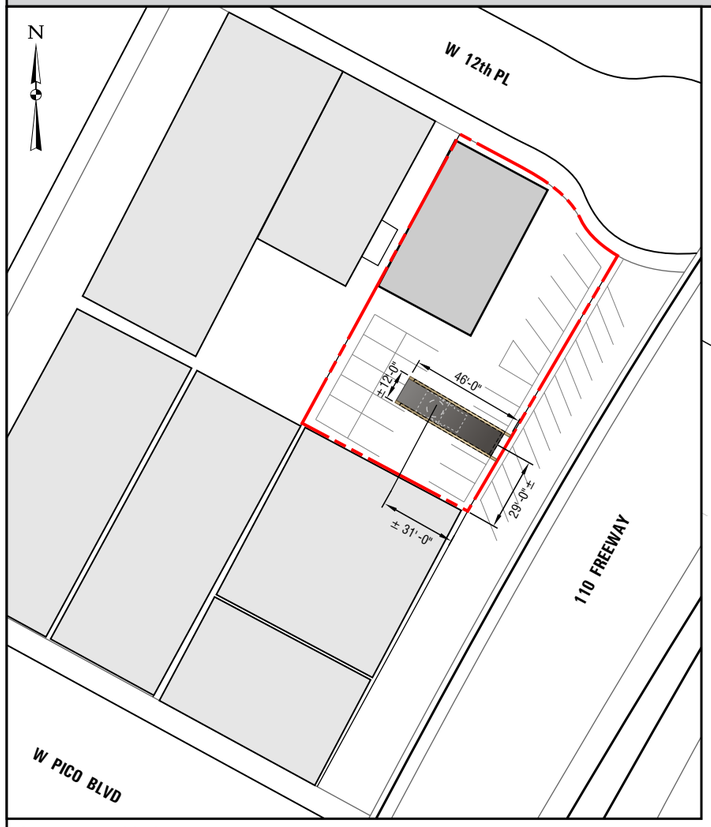
NEW D/F ILLUMINATED FREEWAY SIGN WITH FULL COLOR LED DISPLAY

VICINITY MAP

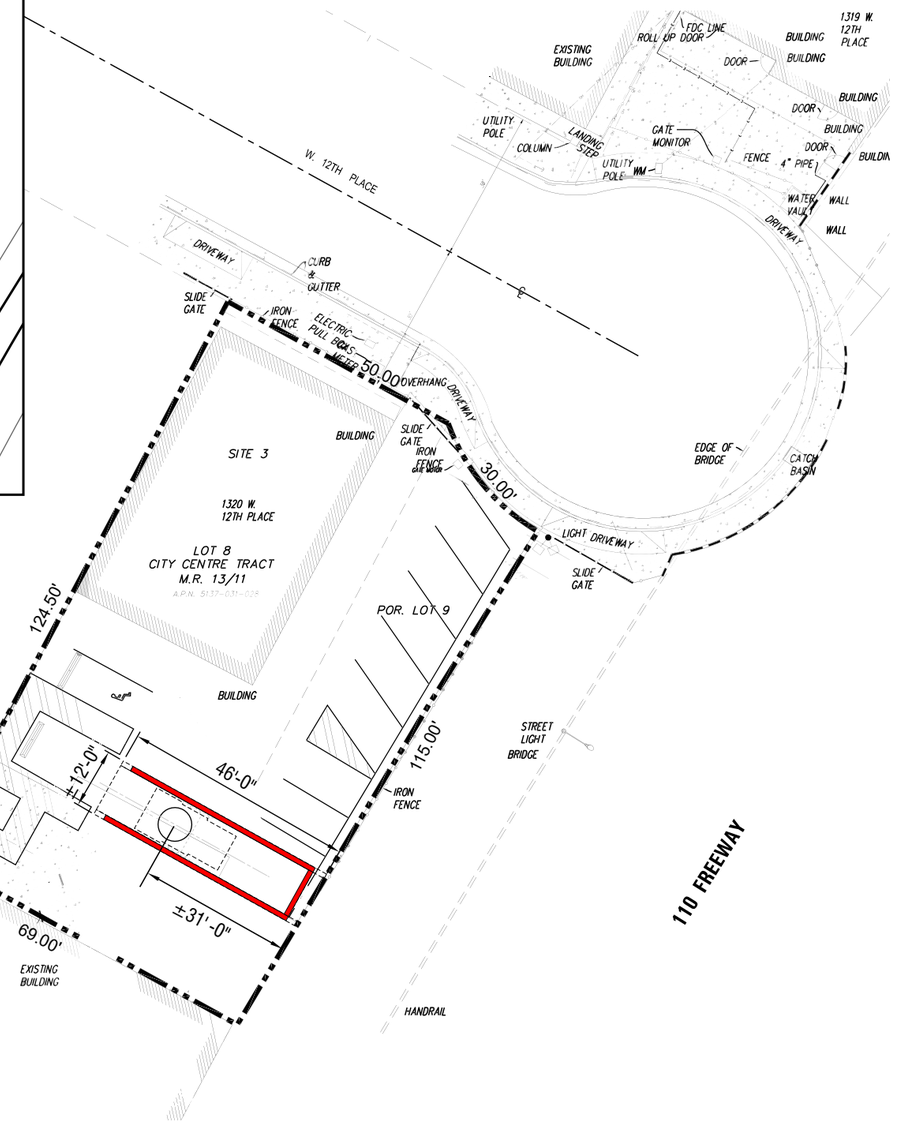


AERIAL - ENLARGED VIEW

SITE PLAN DETAIL



Scale: 1" = 60'-0" Approximate



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SITE PLAN

Scale: 1" = 30'-0" Approximate

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www.yesco.com
CALIFORNIA CONTRACTOR LICENSE NO. 980698

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB

Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037

Sign Loc: 1320 W. 12th Place
Sales Exec: Steve Laddaga

SCALE	DATE	BY
NOTED	08/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL

- ☐ ACCEPTED WITH NO CHANGES
- ☐ ACCEPTED WITH CHANGES AS NOTED
- ☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) *(Date)*

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design ART 06737 R12
SIGN 2 - PICO Sign

Sheet 1 of 13

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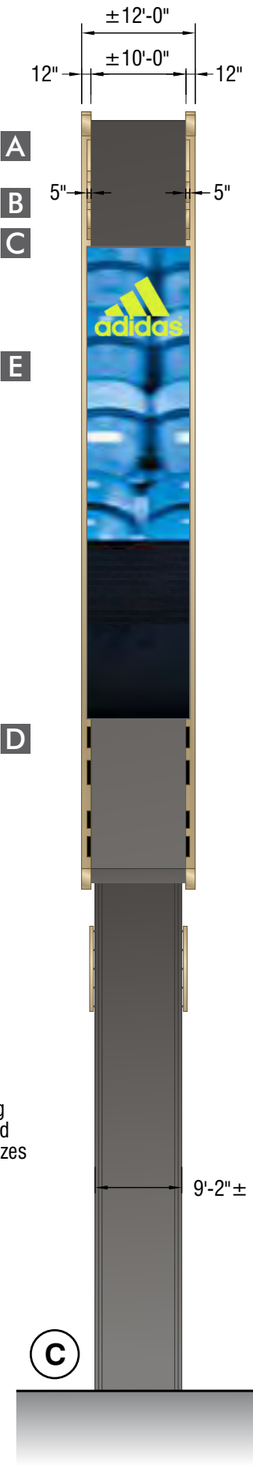
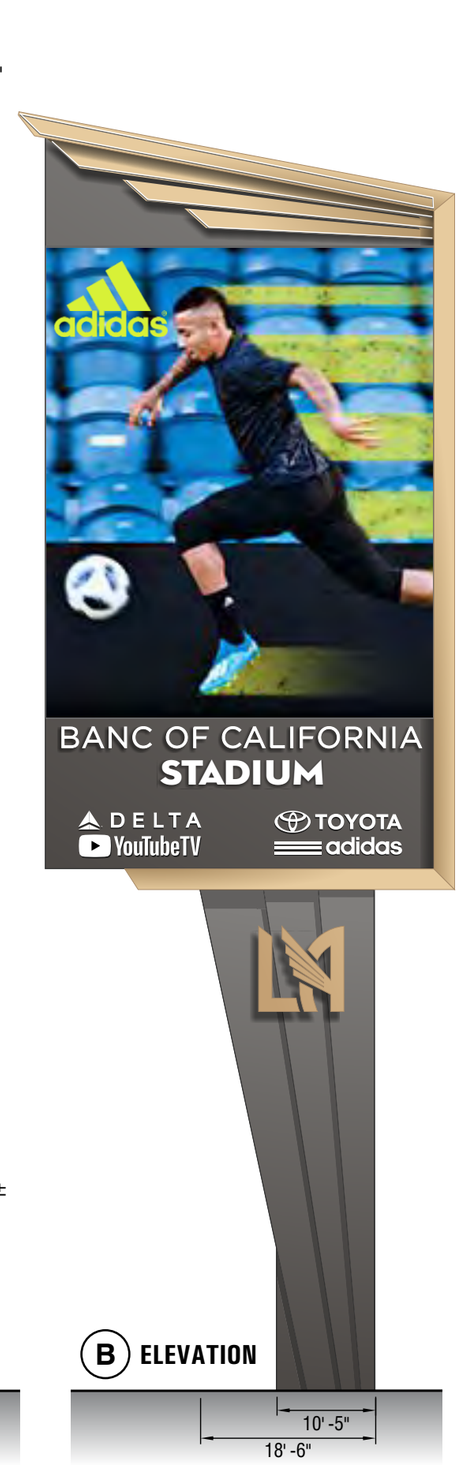
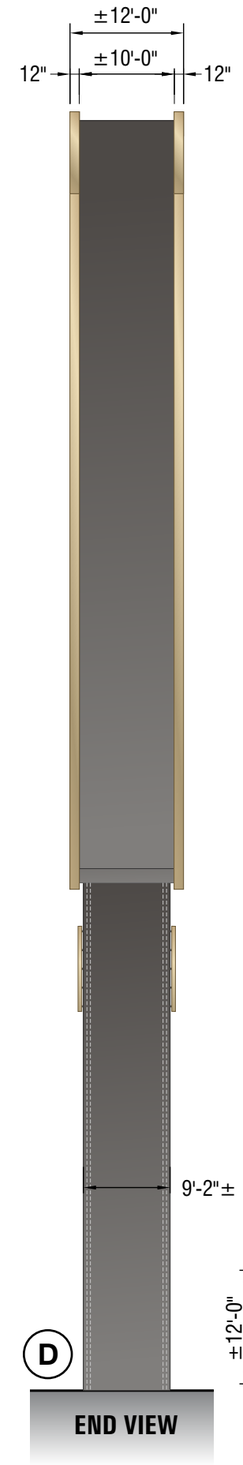
A ELEVATION



C



B ELEVATION



D

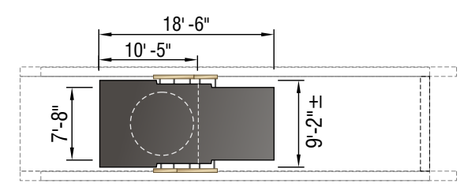
END VIEW

Scale: 1/16" = 1'-0"

FREEWAY SIGNAGE DOUBLE SIDED LED DISPLAY ASSET LAYOUT

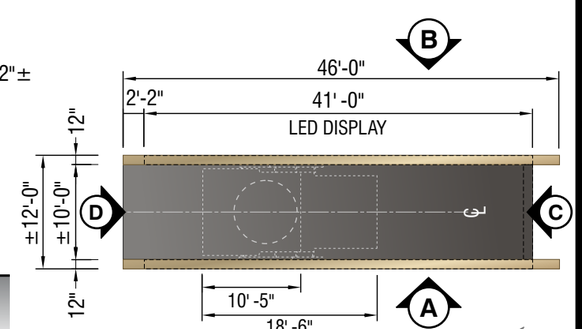
SIGN SPECS

A	TOP	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
		HALO-LIGHTING	WHITE LED HALO-LIGHTING ON INSIDE VERTICAL EDGE ONLY
B	"WINGS"	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
C	BACKGROUND	TYPE	D/F NON-ILLUMINATED
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
D	LETTERS	TYPE	.040 ALUMINUM CHANNEL LTRS.
		FACE COLOR	WHITE ACRYLIC
		RETURNS	5" PRE-COAT BLACK
		TRIM CAP	1" PRE-COAT BLACK
		LIGHTING	WHITE LED
		INSTALL	FLUSH MOUNT TO BACKGROUND
E	EMC	PIXEL SPACING	16mm, 44'-1" X 37'-9½"
		MAKE	PANASONIC (Provided by Others)
		LED COLOR	FULL COLOR
		SURROUND	.090" - .125" ALUMINUM
		PAINT COLOR	BLACK
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
F	"LA" LTRS	TYPE	.063"/.090" BACK ALUM CHNL LTRS
		FACE COLOR	WHITE ACRYLIC
		FACE VINYL	3M #3630-131 "Gold Metallic"
		RETURNS	5" PRE-COAT GOLD SATIN
		TRIM CAP	1" PRE-COAT GOLD SATIN
		LIGHTING	WHITE LED
		INSTALL	PEGGED OFF POLE COVER
G	POLE COVER	MATERIAL	.125" ALUM. OVER STEEL FRAME
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
H	PIPES	MATERIAL	STEEL PIPES (PER ENGINEERING)
I	(NOT USED)		
J	(NOT USED)		



PLAN VIEW - Pole Cover

Scale: 1/16" = 1'-0"



PLAN VIEW

Scale: 1/16" = 1'-0"

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CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB

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Los Angeles, CA 90037

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Sales Exec: Steve Laddaga

SCALE	DATE	BY
NOTED	08/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL

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Design	**ART 06737 R12** SIGN 2 - PICO Sign
Sheet	2 of 13

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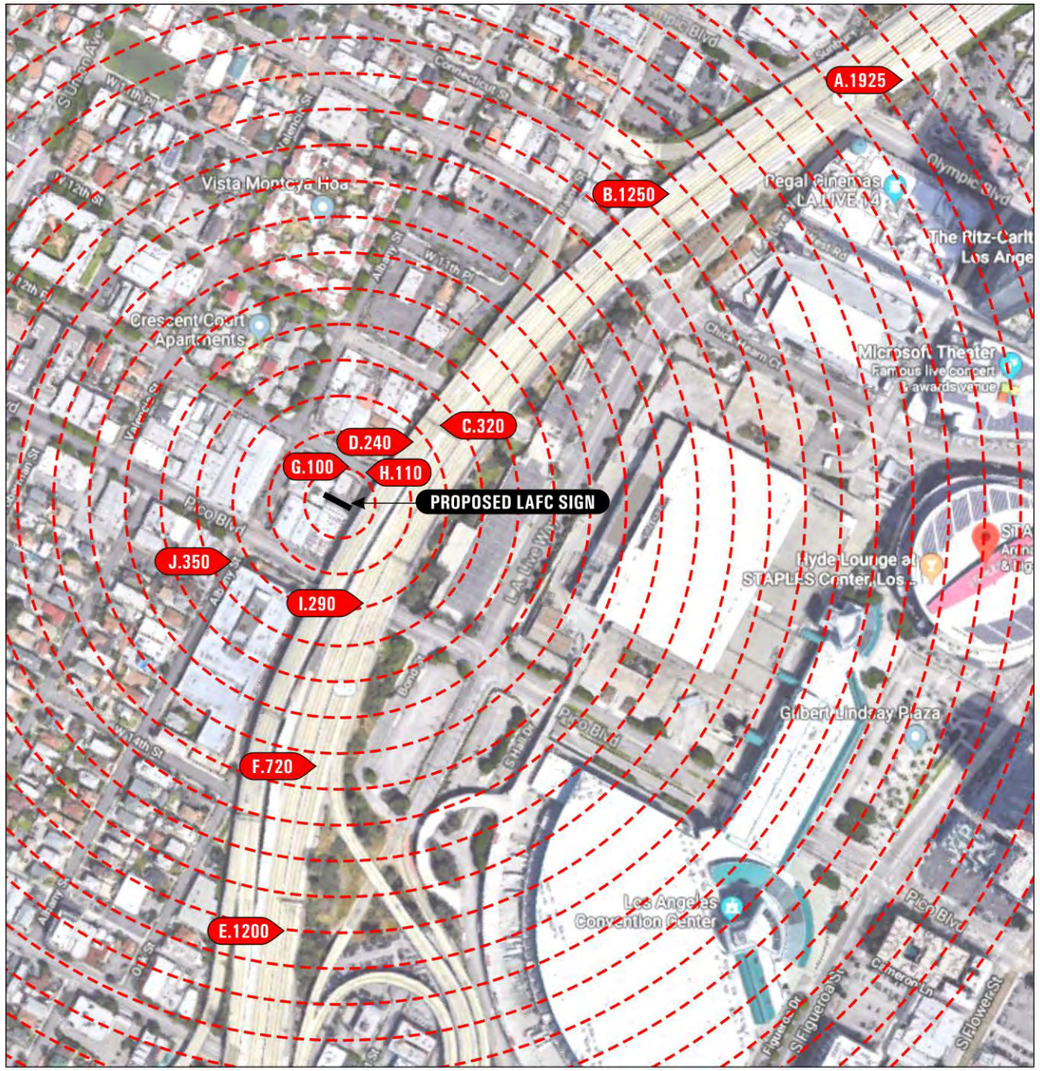
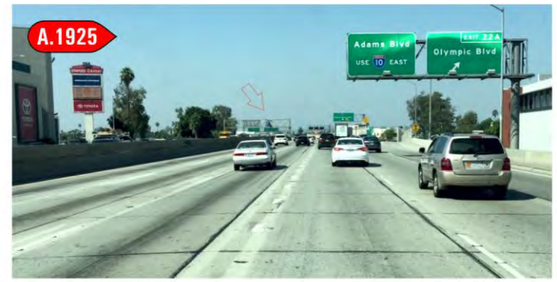
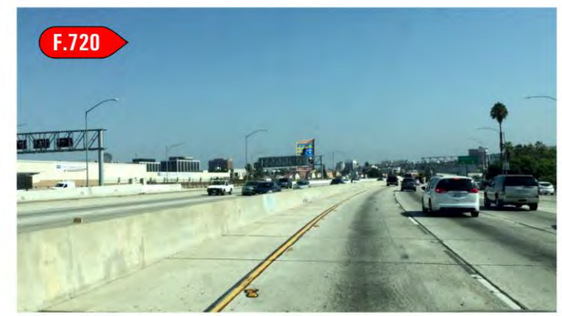
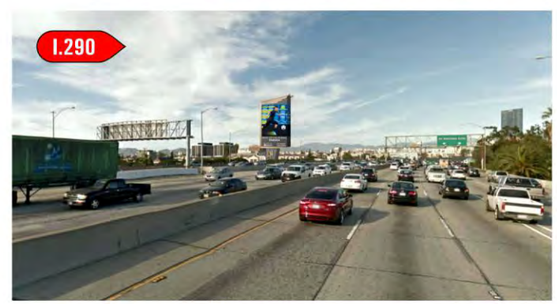
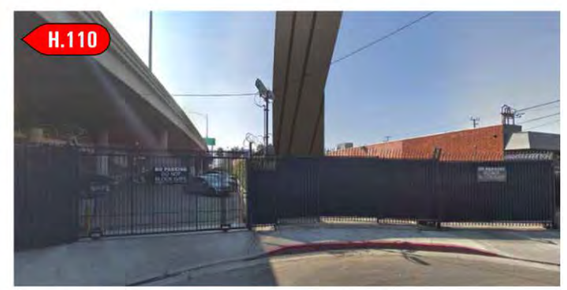


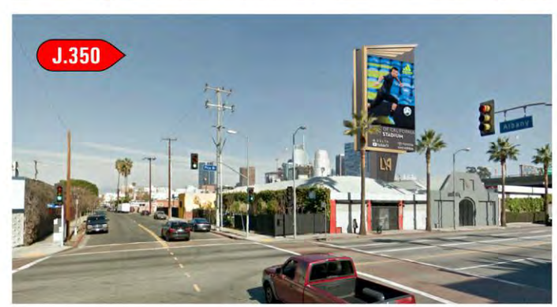
EACH RING REPRESENTS 100' INCREMENTS

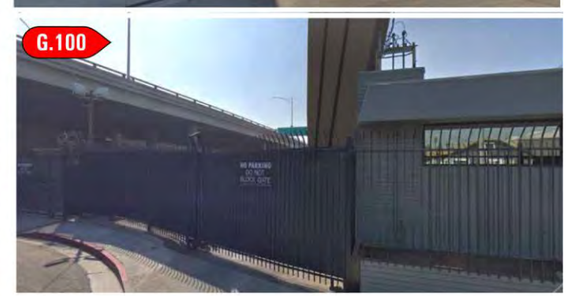












DIGITAL FREEWAY SIGNAGE INSET RENDER INDEX

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CLIENT INFORMATION

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Sales Exec: Steve Laddaga

SCALE	DATE	BY
NOTED	08/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL

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- ☐ ACCEPTED WITH CHANGES AS NOTED
- ☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) *(Date)*

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design	ART 06737 R12 SIGN 2 - PICO Sign
Sheet	3 of 13

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A.1925

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NOTED	08/22/17	Kerry

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(Title)

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Design ART 06737 R12
SIGN 2 · PICO Sign

Sheet 4 of 13

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B.1250

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NOTED	08/22/17	Kerry

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Design ART 06737 R12
SIGN 2 - PICO Sign

Sheet 5 of 13

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C.320

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Design ART 06737 R12
SIGN 2 - PICO Sign

Sheet 6 of 13

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E.1200

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Design ART 06737 R12
SIGN 2 - PICO Sign

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F.720

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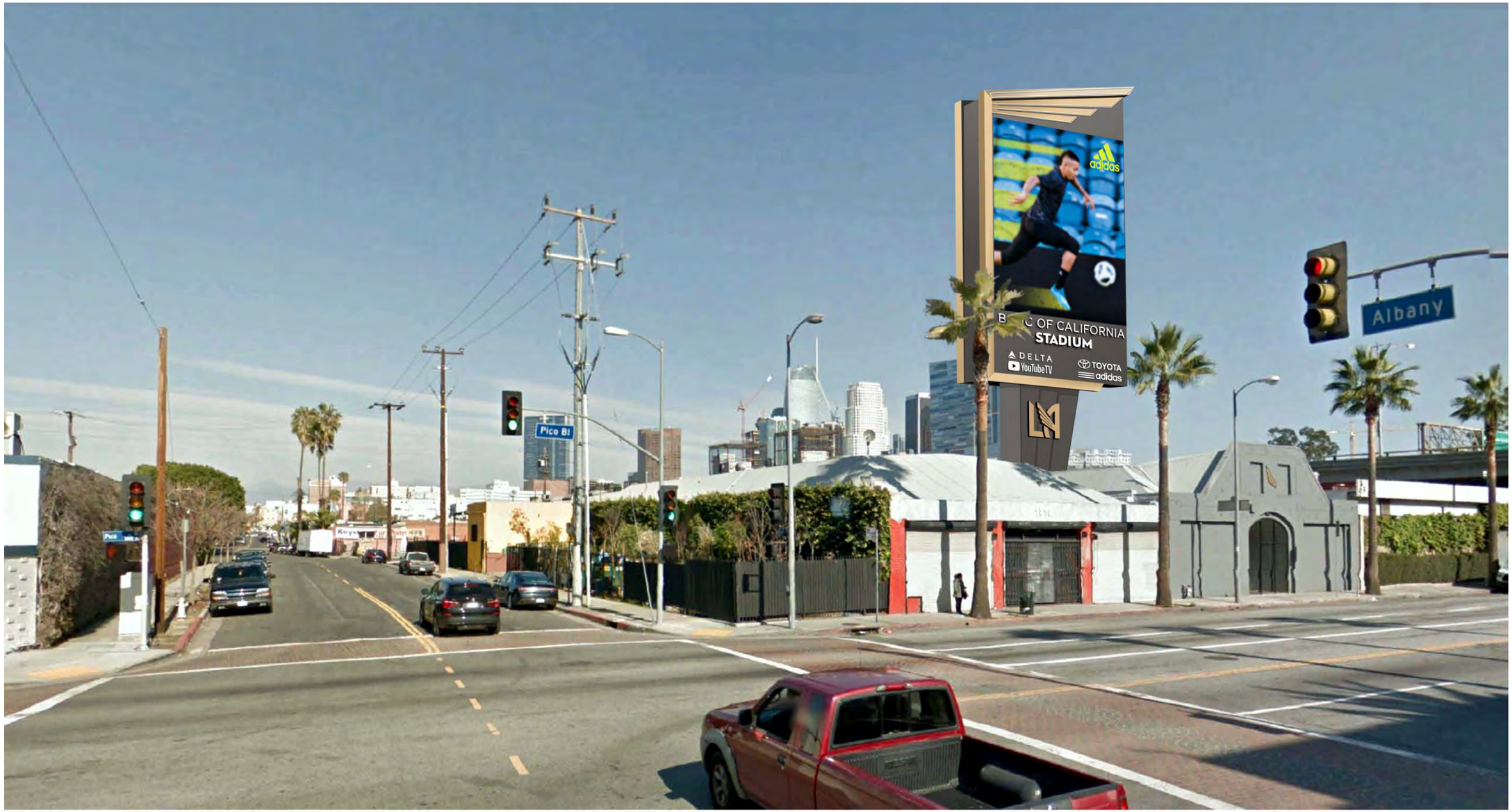

1303 ALBANY ST (LOOKING NE) 350 FEET FROM LAFC DISPLAY

J.350

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Design ART 06737 R12
SIGN 2 · PICO Sign

Sheet 11 of 13

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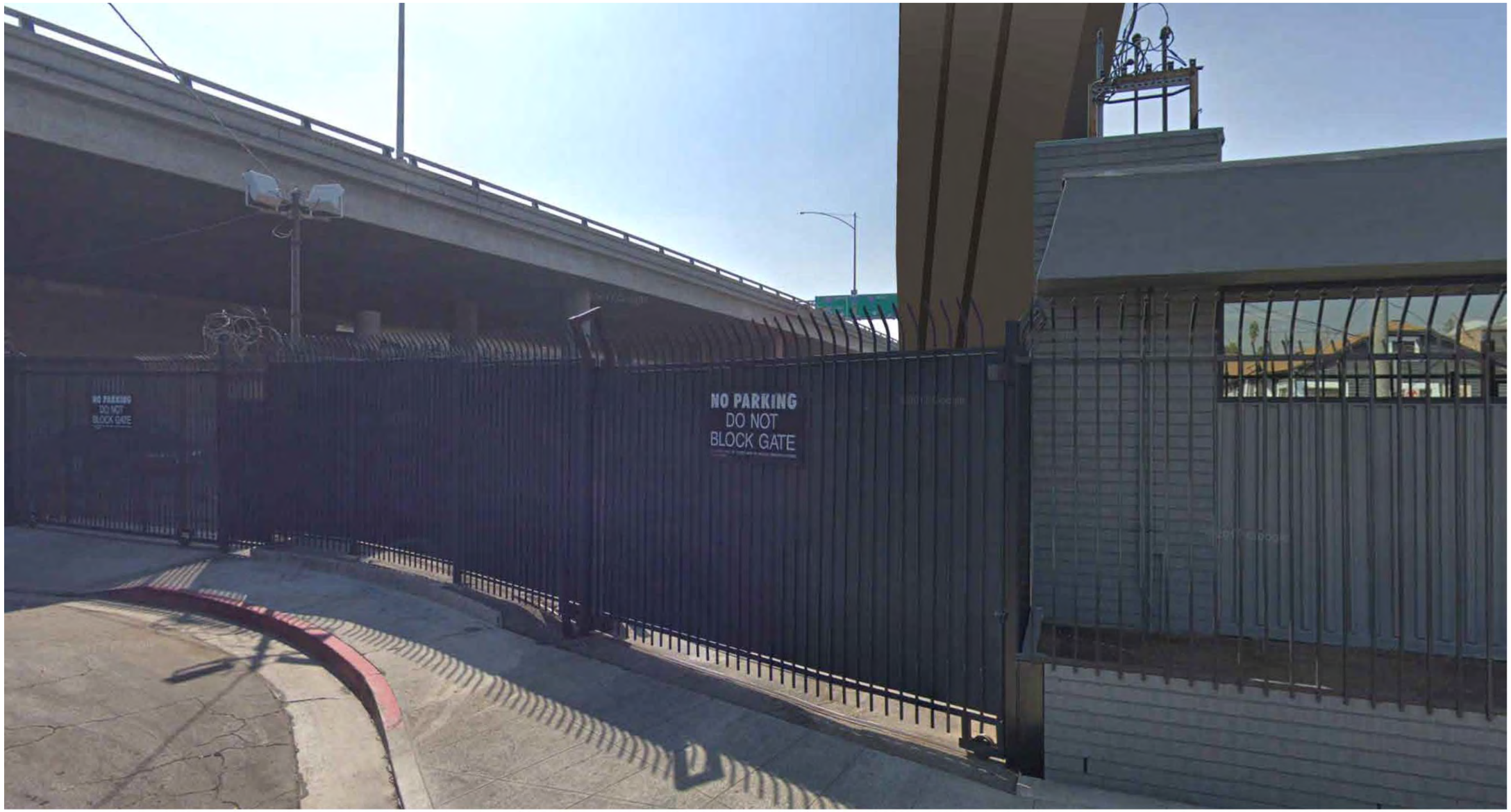

1321 W 12TH ST (LOOKING S) 100 FEET FROM LAFC DISPLAY

G.100

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Telephone: (909) 923-7668, Fax: (909) 923-5015
www.yesco.com
CALIFORNIA CONTRACTOR LICENSE NO. 980698

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB

Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037

Sign Loc: 1320 W. 12th Place

Sales Exec: Steve Laddaga

SCALE	DATE	BY
NOTED	08/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL

- ☐ ACCEPTED WITH NO CHANGES
- ☐ ACCEPTED WITH CHANGES AS NOTED
- ☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) *(Date)*

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design ART 06737 R12
SIGN 2 · PICO Sign

Sheet 12 of 13

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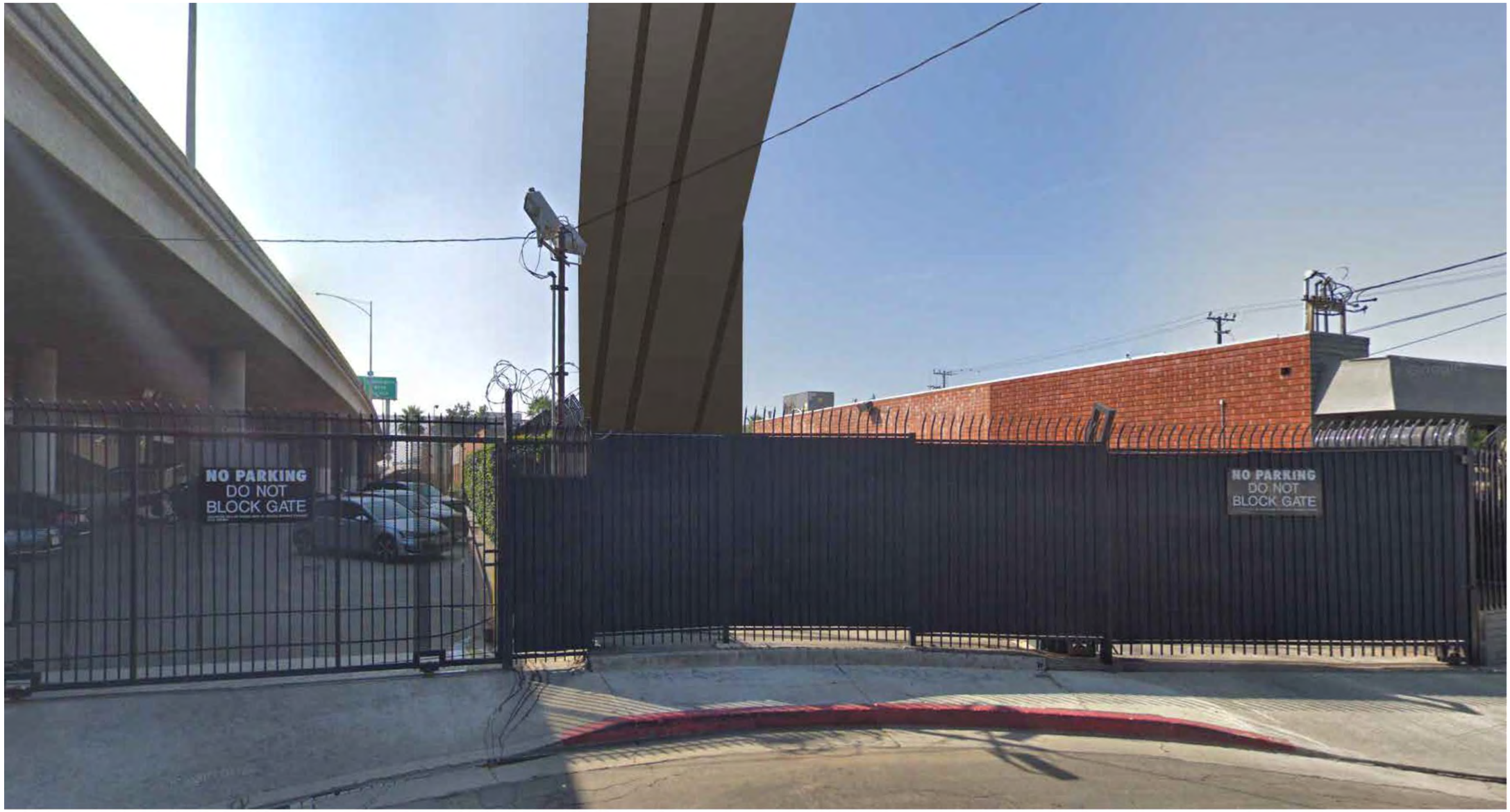

1320 W 12TH ST (LOOKING S) 110 FEET FROM LAFC DISPLAY

H.110

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SITE ADDRESS

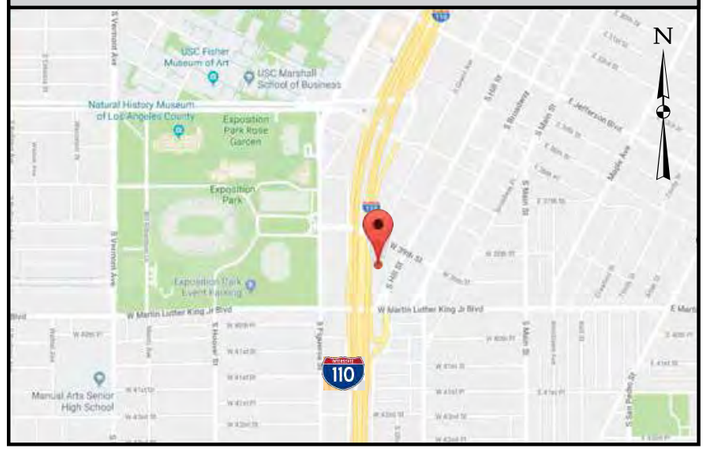
BANC OF CALIFORNIA STADIUM
Los Angeles Football Club
3912 S. Grand Avenue
Los Angeles, CA 90015

SIGN KEY / SIGN LEGEND

FREESTANDING SIGN

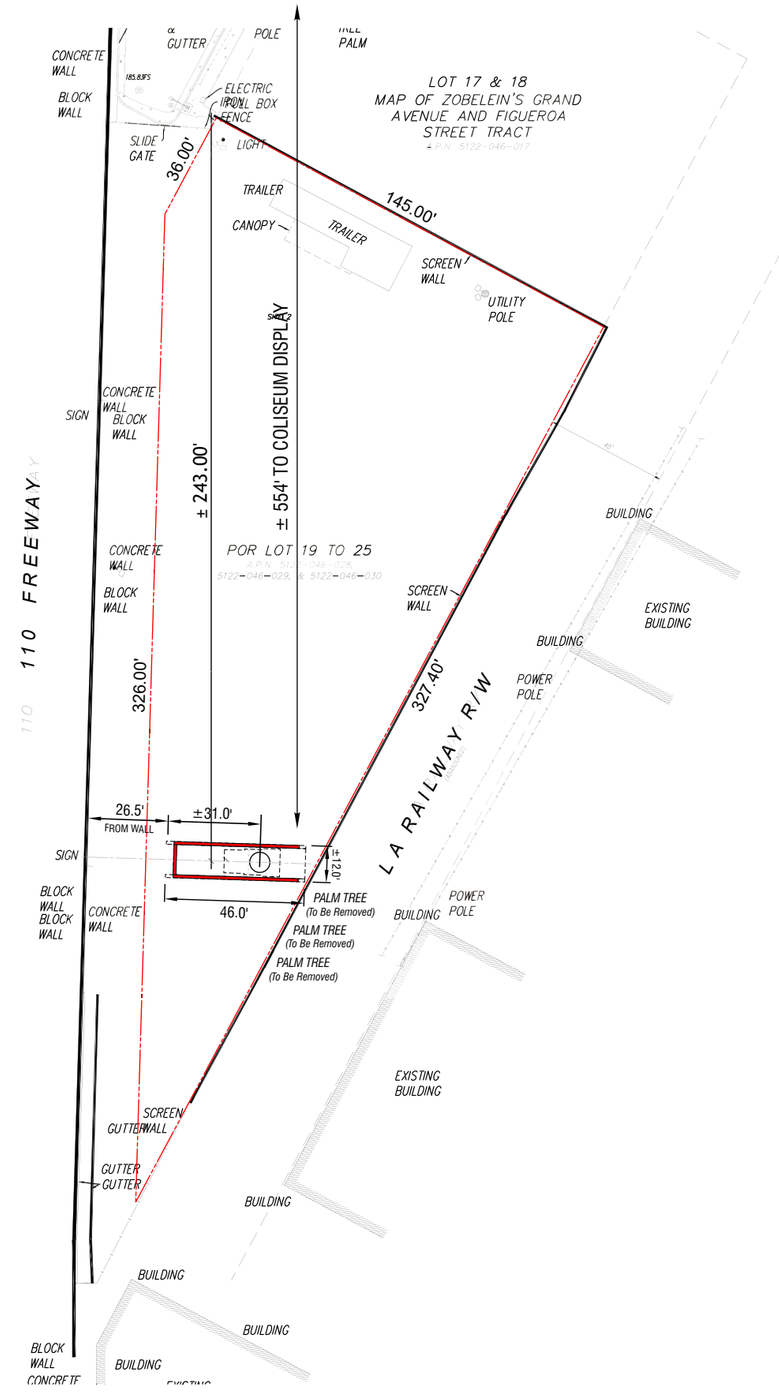
NEW D/F ILLUMINATED FREEWAY SIGN
WITH FULL COLOR LED DISPLAY

VICINITY MAP



AERIAL - ENLARGED VIEW

SITE PLAN DETAIL



N

SITE PLAN

Scale: 1" = 50'-0" Approximate

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Design	ART 06737 R13 SIGN 3 - GRAND Sign
Sheet	1 of 10

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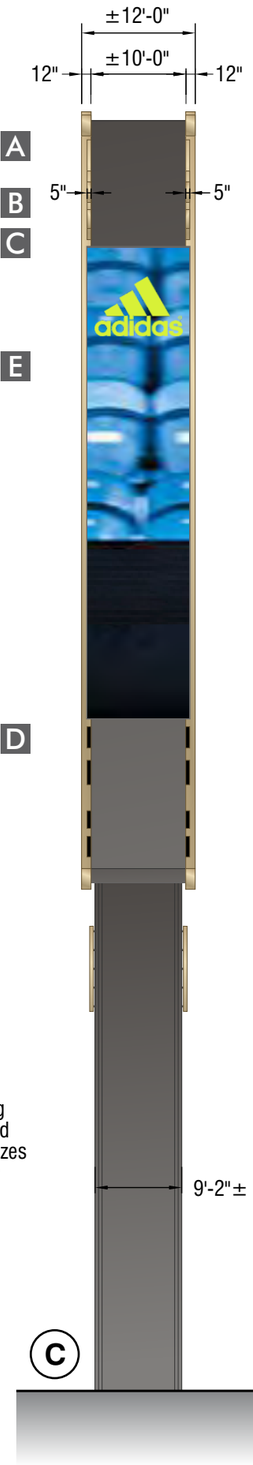
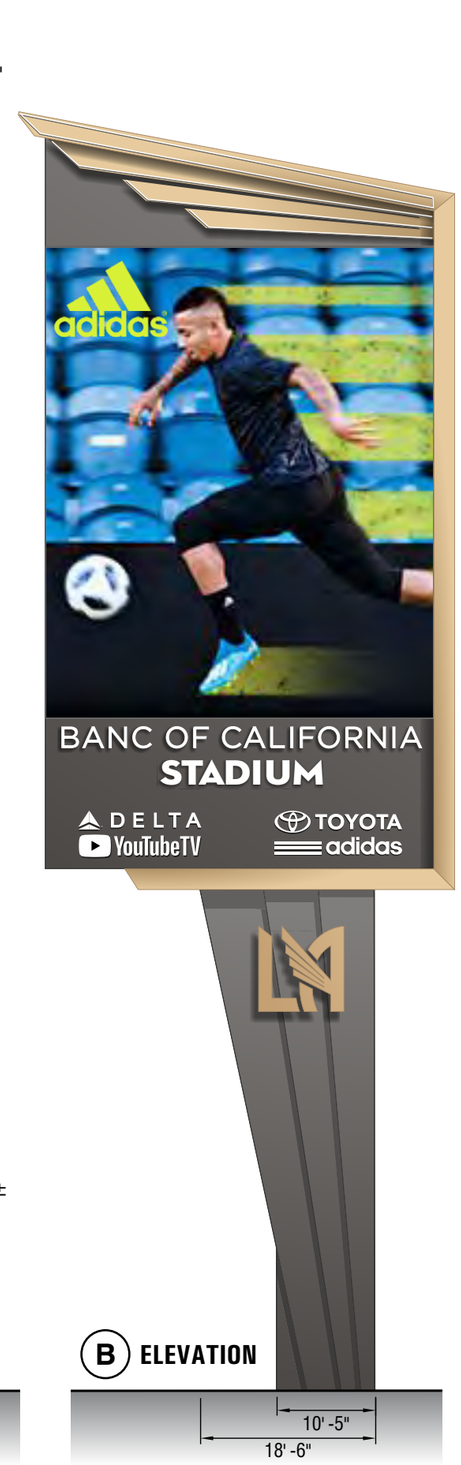
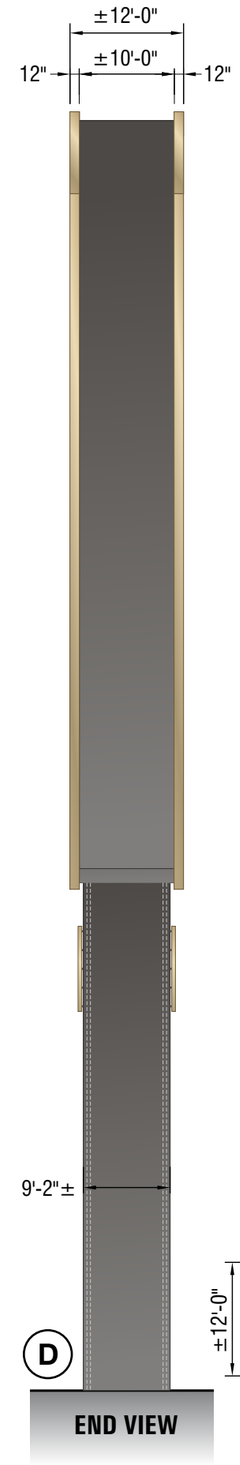
A ELEVATION



C



B ELEVATION



D

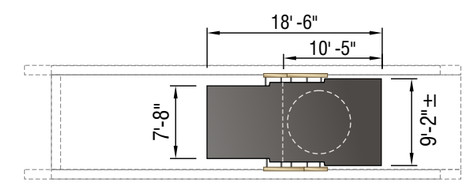
END VIEW

Scale: 1/16" = 1'-0"

FREEWAY SIGNAGE DOUBLE SIDED LED DISPLAY ASSET LAYOUT

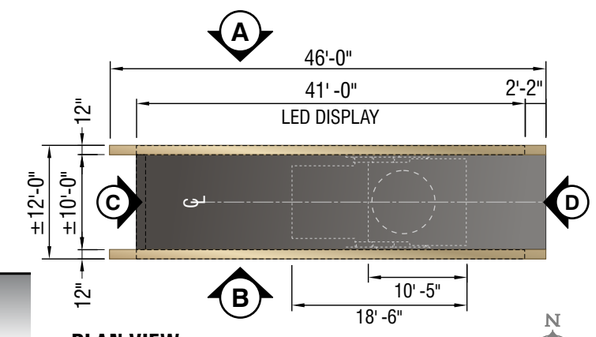
SIGN SPECS

A	TOP	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
		HALO-LIGHTING	WHITE LED HALO-LIGHTING ON INSIDE VERTICAL EDGE ONLY
B	"WINGS"	TYPE	.125" ALUMINUM SKIN
		PAINT COLOR	METALLIC GOLD
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
		LIGHTING	EXPOSED WHITE LED BORDER TUBE
C	BACKGROUND	TYPE	D/F NON-ILLUMINATED
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
D	LETTERS	TYPE	.040 ALUMINUM CHANNEL LTRS.
		FACE COLOR	WHITE ACRYLIC
		RETURNS	5" PRE-COAT BLACK
		TRIM CAP	1" PRE-COAT BLACK
		LIGHTING	WHITE LED
		INSTALL	FLUSH MOUNT TO BACKGROUND
E	EMC	PIXEL SPACING	16mm, 44'-1" X 37'-9½"
		MAKE	PANASONIC (Provided by Others)
		LED COLOR	FULL COLOR
		SURROUND	.090" - .125" ALUMINUM
		PAINT COLOR	BLACK
		TEXTURE	SMOOTH SEMI-GLOSS FINISH
F	"LA" LTRS	TYPE	.063"/.090" BACK ALUM CHNL LTRS
		FACE COLOR	WHITE ACRYLIC
		FACE VINYL	3M #3630-131 "Gold Metallic"
		RETURNS	5" PRE-COAT GOLD SATIN
		TRIM CAP	1" PRE-COAT GOLD SATIN
		LIGHTING	WHITE LED
		INSTALL	PEGGED OFF POLE COVER
G	POLE COVER	MATERIAL	.125" ALUM. OVER STEEL FRAME
		PAINT COLOR	DARK GRAY
		TEXTURE	LIGHT TEXCOTE FINISH
H	PIPES	MATERIAL	STEEL PIPES (PER ENGINEERING)
I	(NOT USED)		
J	(NOT USED)		



PLAN VIEW - Pole Cover

Scale: 1/16" = 1'-0"



PLAN VIEW

Scale: 1/16" = 1'-0"

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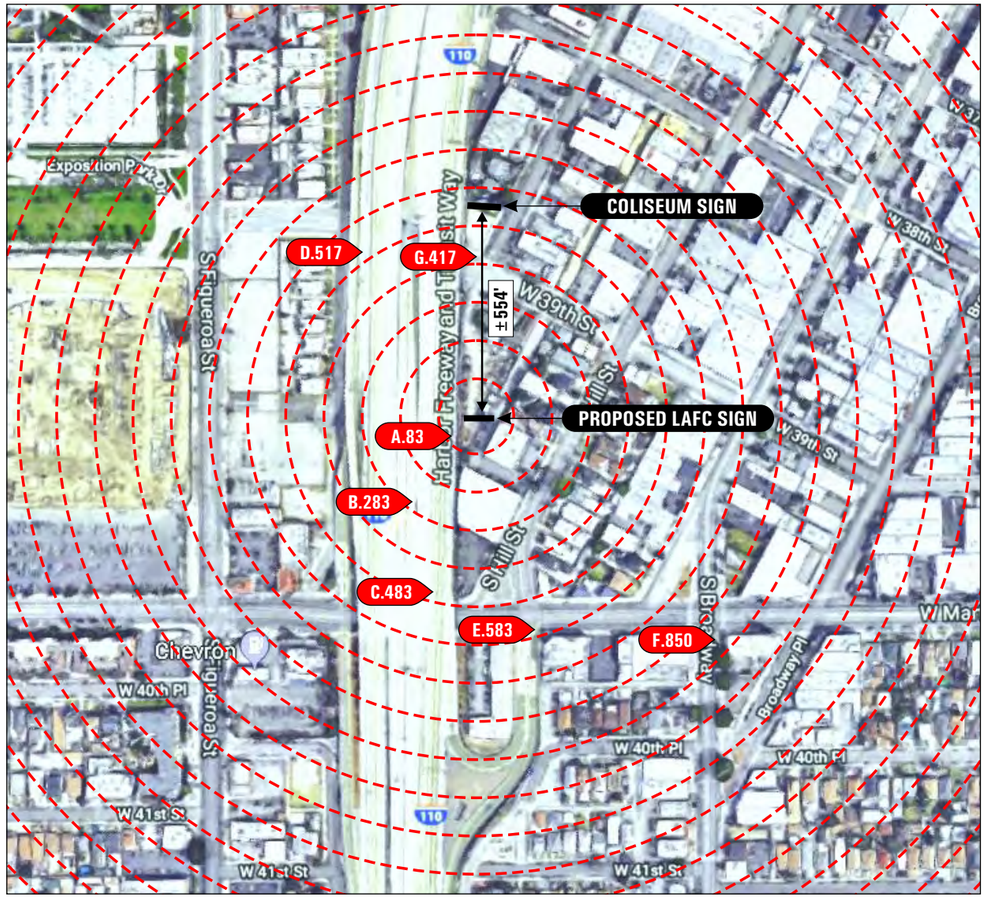
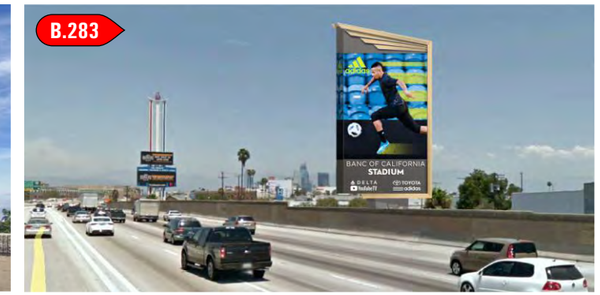
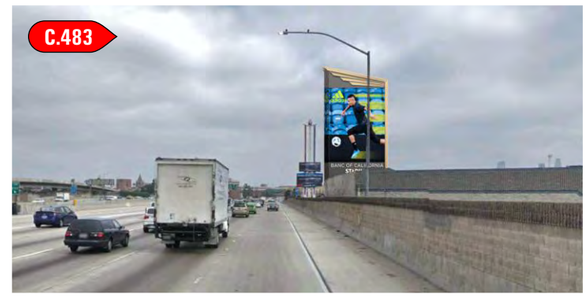
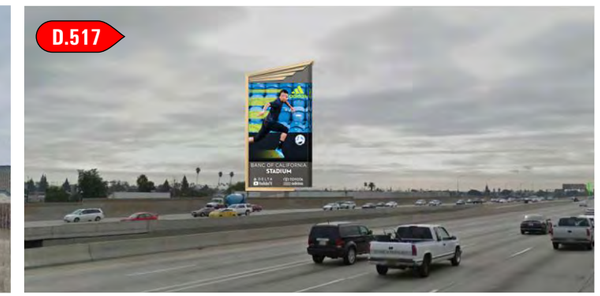


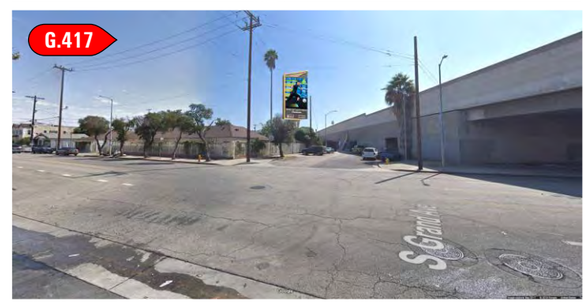
PLAN VIEW EACH RING REPRESENTS 100' INCREMENTS

DIGITAL FREEWAY SIGNAGE INSET RENDER INDEX









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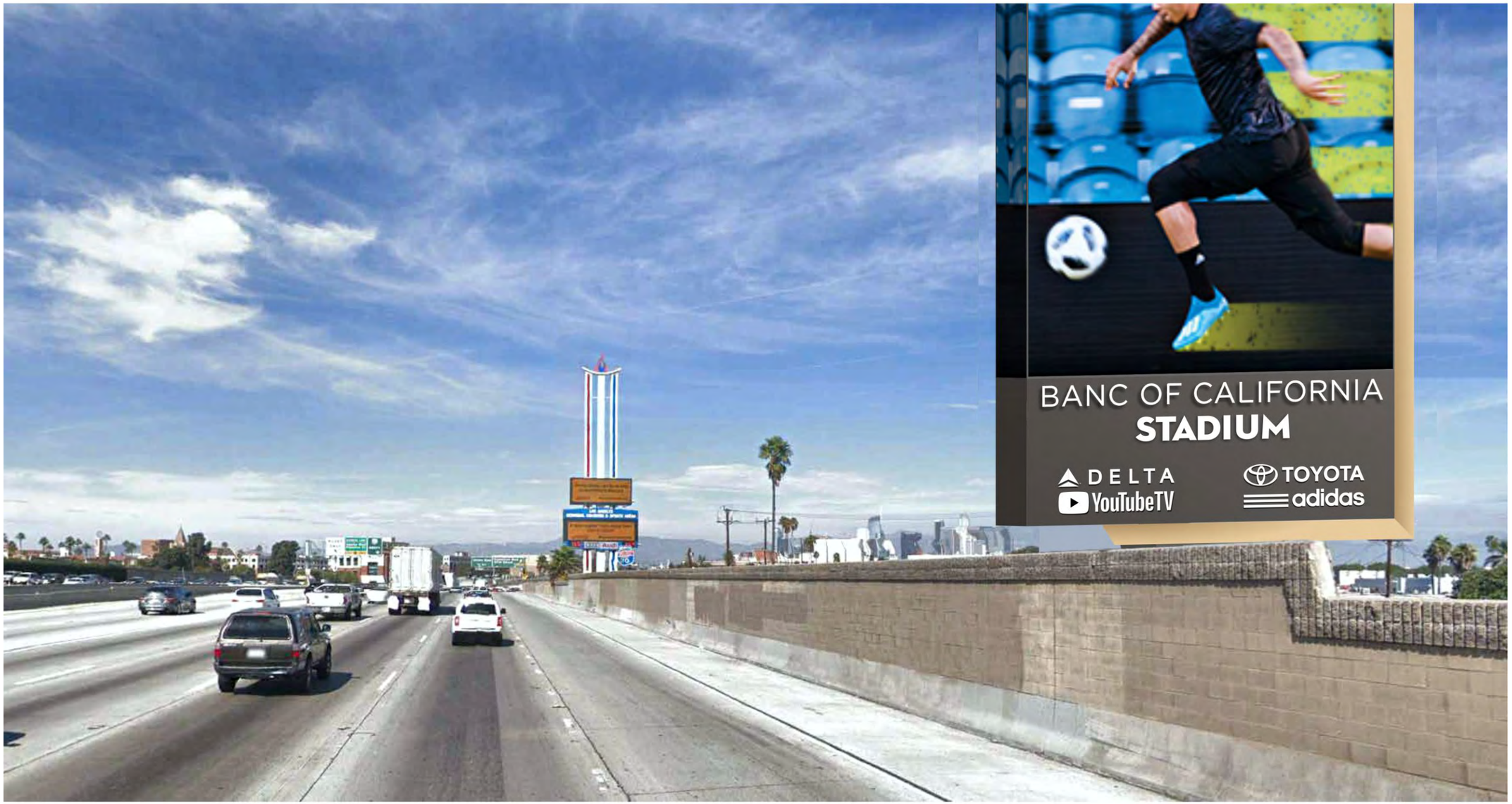

NORTHBOUND 83 FEET FROM LAFC DISPLAY (637 FEET ± TO COLISEUM DISPLAY)

A.83

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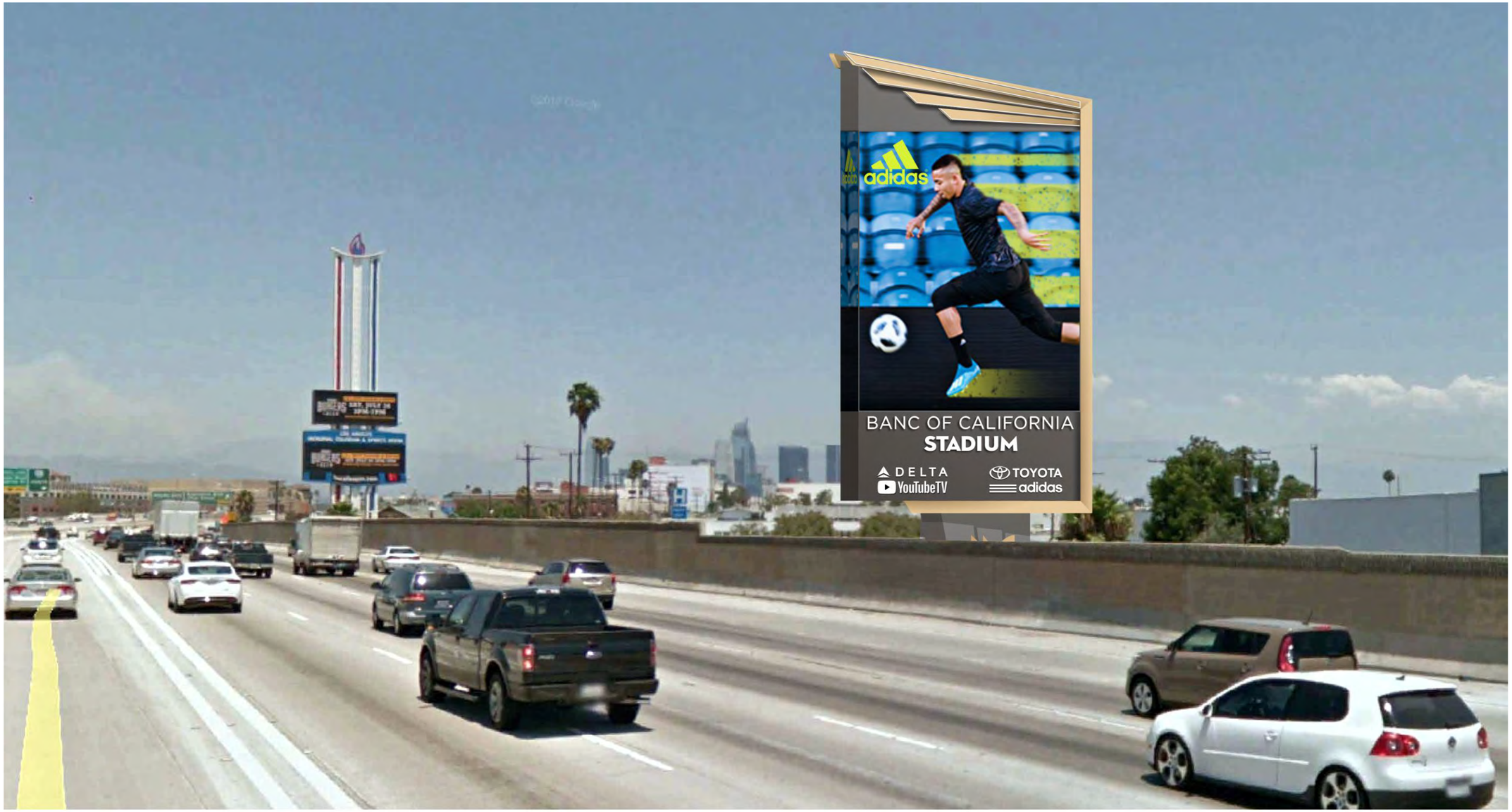

NORTHBOUND 283 FEET FROM LAFC DISPLAY (837 FEET ± TO COLISEUM DISPLAY)

B.283

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NORTHBOUND 483 FEET FROM LAFC DISPLAY (1,037 FEET ± TO COLISEUM DISPLAY)

C.483

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SIGN 3 - GRAND Sign

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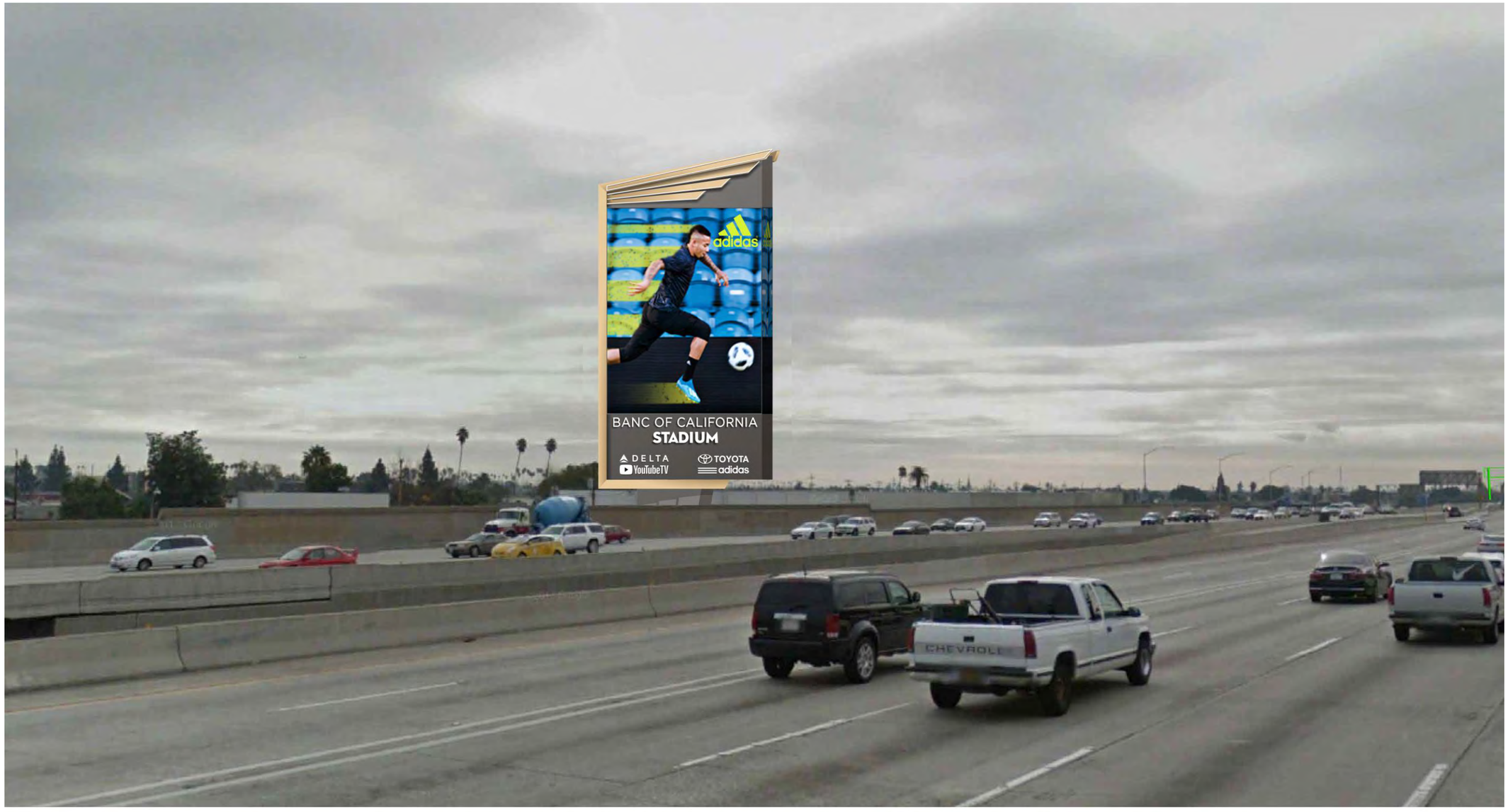

SOUTHBOUND 517 FEET FROM LAFC DISPLAY (280 FEET ± TO COLISEUM DISPLAY)

D.517

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351 W MARTIN LUTHER KING JR BLVD (LOOKING NW) 583 FEET FROM LAFC DISPLAY

E.583

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(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 8 of 10

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

This drawing was created to assist you in visualizing our proposal. The original ideas herein are the property of YESCO SIGNS, LLC. Permission to copy or revise this drawing can only be obtained through a written agreement with YESCO. See your sales representative or call the nearest office of YESCO.

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Cost of providing necessary wiring to sign area is not included in this sign proposal.

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302 W MARTIN LUTHER KING JR BLVD (LOOKING NW) 850 FEET FROM LAFC DISPLAY

F.850

EMI
ELECTRA-MEDIA, INC.
LAWNDALE - CALIFORNIA
Phone Number: (310) 725-0816

YESCO®
LOS ANGELES DIVISION
10235 Bellegrave Avenue, Jurupa Valley, CA 91752
Telephone: (909) 923-7668, Fax: (909) 923-5015
www.yesco.com
CALIFORNIA CONTRACTOR LICENSE NO. 980698

CLIENT INFORMATION

LOS ANGELES FOOTBALL CLUB

Address: Banc of California Stadium
3939 South Figueroa St.
Los Angeles, CA 90037

Sign Loc: 3912 S. Grand Ave/Stadium

Sales Exec: Steve Laddaga

SCALE	DATE	BY
NOTED	08/22/17	Kerry

REVISIONS

CUSTOMER APPROVAL

- ☐ ACCEPTED WITH NO CHANGES
- ☐ ACCEPTED WITH CHANGES AS NOTED
- ☐ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) *(Date)*

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 9 of 10

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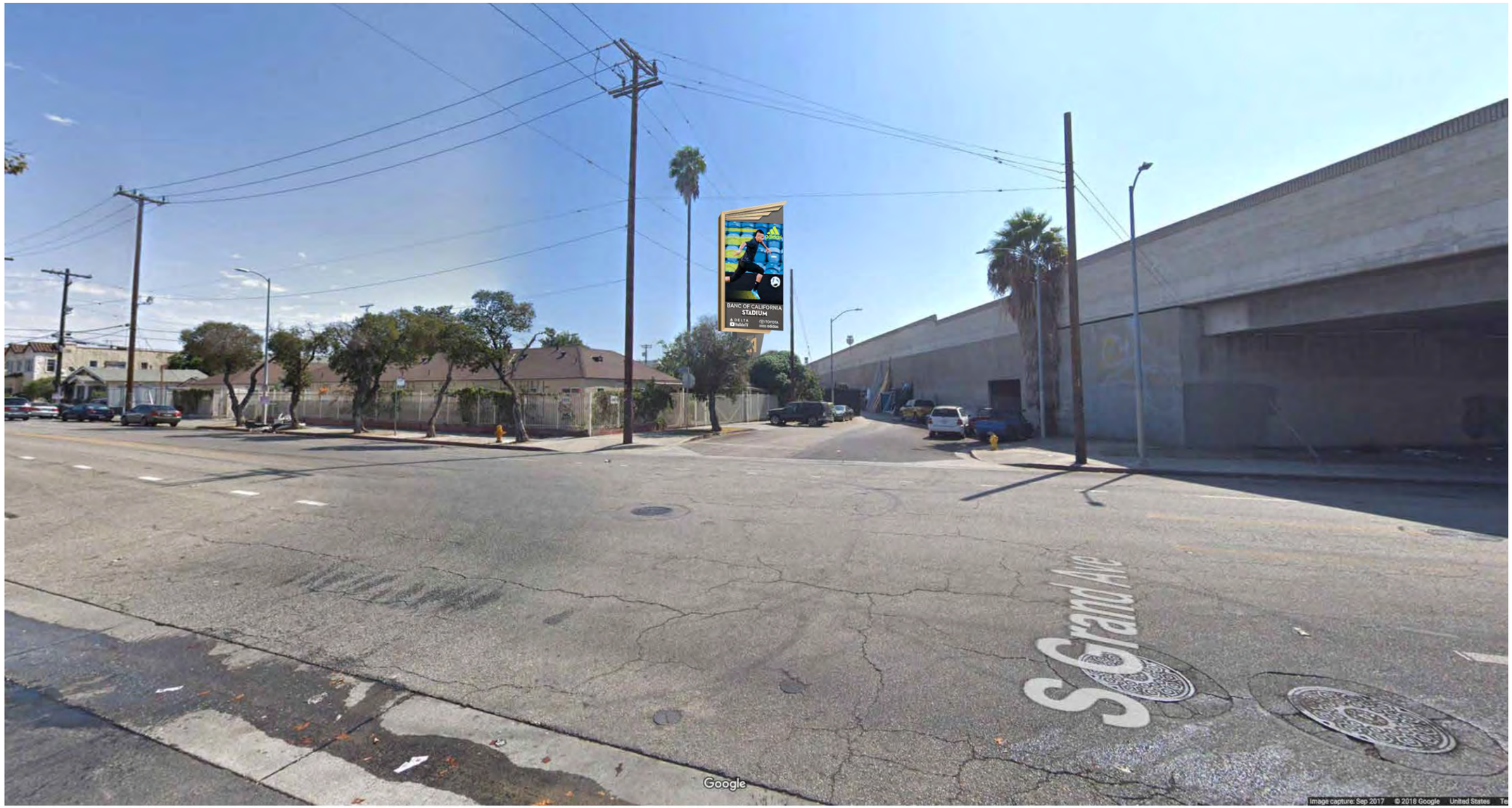

3899 S GRAND AVE (LOOKING S) 417 FEET FROM LAFC DISPLAY

G.417

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CUSTOMER APPROVAL

- ❑ ACCEPTED WITH NO CHANGES
- ❑ ACCEPTED WITH CHANGES AS NOTED
- ❑ REVISE AS NOTED AND RE-SUBMIT

(Customer Signature) *(Date)*

(Title)

PRODUCTION APPROVAL

(Sales Exec. Signature) *(Date)*

(Production Mgr. Signature) *(Date)*

Design ART 06737 R13
SIGN 3 - GRAND Sign

Sheet 10 of 10

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APPENDIX D: VIEW STUDIES

View Studies are included on the following pages.

HISTORIC RESOURCES GROUP
12 S. Fair Oaks Avenue, Suite 200, Pasadena, CA 91105-1915
Telephone 626 793 2400, Facsimile 626 793 2401
historicresourcesgroup.com

NORTHBOUND 2,911+/- FEET FROM LAFC DISPLAY (3,440+/- FEET FROM COLISEUM DISPLAY)

BEFORE

AFTER

NORTHBOUND 2,586+/- FEET FROM LAFC DISPLAY (3,115+/- FEET FROM COLISEUM DISPLAY)

BEFORE

AFTER

NORTHBOUND 1,261+/- FEET FROM LAFC DISPLAY (1,790+/- FEET FROM COLISEUM DISPLAY) - FAST TRACK

BEFORE

AFTER

NORTHBOUND 941+/- FEET FROM LAFC DISPLAY (1,470+/- FEET FROM COLISEUM DISPLAY)

NORTHBOUND 603+/- FEET FROM LAFC DISPLAY (1,152+/- FEET FROM COLISEUM DISPLAY)

NORTHBOUND 483+/- FEET FROM LAFC DISPLAY (1,037+/- FEET FROM COLISEUM DISPLAY)

Appendix D

Geotechnical Engineering Report—Los Angeles Football Club Stadium Freeway Signs, Los Angeles Football Club Stadium Project

Prepared by Langan Engineering and Environmental Services, Inc.

27 June 2017

Mr. Dave Hatheway
Legends Project Development, Inc.
3830 Clarington Avenue
Culver City, CA 90232

Re: Geotechnical Engineering Report
Los Angeles Football Club Stadium Freeway Signs
Los Angeles Football Club Stadium Project
3939 S Figueroa Street, 3912 S Grand Avenue, and 1320 W 12th Place, Los Angeles, California
Tract/Block/Lot: 4719/B/1, Zobelein's Grand Avenue and Figueroa Street/11/19, and City Centre/8/8
Langan Project No. 700042204

Dear Mr. Hatheway:

In accordance with our 23 May 2017 Change Order and subsequent authorization by Los Angeles Football Club, LLC, we have completed a geotechnical engineering investigation for the proposed Los Angeles Football Club Stadium Freeway Signs (Signs) located at 3939 South Figueroa Street at the northwest corner (NWC) of South Figueroa Street and Martin Luther King Jr. Boulevard (Site #1), 3912 South Grand Avenue (Site #2), and 1320 West 12th Place (Site #3). This report summarizes our understanding of the geotechnical and geological aspects of the site, including existing site conditions, the proposed development and provides geotechnical, seismic, construction related recommendations for the proposed development. Our recommendations have been prepared in accordance with the 2016 California Building Code (CBC) and with 2017 City of Los Angeles amendments (LABC).

PROJECT DESCRIPTION

Proposed Development

Our understanding of the proposed development is based on information provided by Los Angeles Football Club (LAFC), which includes architectural plans titled "Los Angeles Football Club, Banc of California Stadium, Digital Freeway Signage: 3912 S. Grand Avenue / Stadium", dated 2 May 2017, prepared by Anthony James Partners, and a meeting with Mr. Benny Tran of LAFC on 23 May 2017. Based on the available information a digital sign is proposed to be built at each of the Sites. The sign heights range from approximately 75 to 100 feet and the proposed billboards are approximately 60 feet wide. No grading is anticipated to be performed at the sites. Anticipated foundation loads from the sign structures were not available during the preparation of this report.

Existing Site Conditions

The signs are proposed to be built at three locations adjacent to the 110 Harbor Freeway.

- Site #1 is in the southeast corner of Exposition Park Parking Lot 6. The site is bounded by the Los Angeles Football Club Stadium to the north, South Figueroa Street to the east, the rest of Exposition Park Parking Lot 6 to the west, and Martin Luther King Jr. Boulevard to the south.
- Site #2 is an unpaved triangular-shaped lot used for parking and storage. The site is bounded by West 39th Street to the north and northeast, 110 Harbor Freeway to the west, and Hill Street to the east and southeast.
- Site #3 is a paved parking lot. The site is bounded by West 12th Place to the north, 110 Harbor Freeway to the east, West Pico Boulevard to the south, and neighboring businesses to the west.

Refer to Figure 1 for a site vicinity map. Site elevations at Sites #1, #2, and #3 range from approximately el 181 to el 182, el 187 to el 188, and el 230 to el 232 feet with respect to the North American Vertical Datum (NAVD), respectively. Elevations referenced herein are in feet with respect to NAVD.

SUBSURFACE INVESTIGATION

Field Investigation

Our field investigation consisted of drilling four (4) borings, identified as LB-1 through LB-4, to approximately 81.5 to 101.5 feet below existing grade. Borings LB-1 and LB-2 were located within Site #1 and Site #2, respectively. Borings LB-3 and LB-4 were located within Site #3. Refer to Figures 2 through 4 for approximate boring locations.

Prior to drilling, the borings were located in the field by a Langan field engineer and confirmed by a LAFC site representative. Underground Service Alert (DigAlert) was contacted to mark known subsurface utilities within the public right-of-way. In addition, a private utility locating subcontractor performed a subsurface utility check at the boring locations to confirm the locations were clear of subsurface obstructions or utilities.

The borings were drilled on 5 and 6 June 2017 by Martini Drilling under the full-time engineering observation of a Langan field engineer. Prior to drilling the borings, each boring was hand-augured to approximately 5 feet below existing grade and subsequently drilled to the boring termination depth. The borings were backfilled with grout using a tremie pipe from the bottom up. Following completion of grouting the borings were surface patched with either asphalt cold patch or concrete. Excess drill cuttings were placed in 55-gallon drums. A truck-mounted drill rig and hollow stem augers were used to advance the borings using conventional soil drilling and sampling techniques. Standard Penetration Tests (SPT)[1] and split spoon sampling were generally performed semi-continuously to a depth of approximately 10 feet and at 5 foot intervals thereafter. SPT's were performed in accordance with ASTM D1586 to obtain a measure of the soil density and consistency; SPT N-Values were recorded to identify the relative density and stiffness of the cohesionless and cohesive soils.

[1]The Standard Penetration Test is a measure of the soil density and consistency. The SPT N-value is defined as the number of blows required to drive a 2-inch outer diameter split-barrel sampler 12-inches, after an initial penetration of 6-inches, using a 140-pound automatic hammer free falling from a height of 30-inches.

California ring samples were taken at select locations using a 3.0-inch-outer-diameter split barrel California sampler lined with 2.42-inch-inner-diameter brass rings in accordance with ASTM D3550. Soil samples were visually examined and classified in the field in accordance with the Unified Soil Classification System (USCS).

Copies of the boring logs performed for the geotechnical investigation are included in Appendix A.

Laboratory Testing

Soil samples obtained from the borings were brought to our office, and soil classifications were confirmed by re-examination. Geotechnical laboratory testing was performed on select soil samples and included the following tests for each site:

Site #1	Site #2	Site #3
Moisture Content (ASTM D2216) Direct Shear (ASTM D3080) Atterberg Limits (ASTM D4318) Sulfate Content (CTM 417) Electrical Resistivity (CTM 643) Chloride Content (CTM 422) Soil pH (CTM 643) Sieve Analyses (ASTM D422)	Moisture Content (ASTM D2216) Direct Shear (ASTM D3080) Atterberg Limits (ASTM D4318) Sulfate Content (CTM 417) Electrical Resistivity (CTM 643) Chloride Content (CTM 422) Soil pH (CTM 643) Sieve Analyses (ASTM D422) Finer than No. 200 Sieve Analyses (ASTM D1140)	Moisture Content (ASTM D2216) Direct Shear (ASTM D3080) Atterberg Limits (ASTM D4318) Sulfate Content (CTM 417) Electrical Resistivity (CTM 643) Chloride Content (CTM 422) Soil pH (CTM 643) Sieve Analyses (ASTM D422) Finer than No. 200 Sieve Analyses (ASTM D1140)

Laboratory tests were performed by Geo-Logic Associates (TA10198), a test laboratory approved by the City of Los Angeles. We have reviewed the results of the laboratory test data and take responsibility for use of this data in our analysis. The laboratory test results are included in Appendix B.

SUBSURFACE CONDITIONS

The subsurface conditions at each site generally consist of Fill underlain by Alluvium deposits. Refer to Figures 2 through 4 for a geologic map at each site. Details regarding the subsurface materials encountered are presented in the boring logs included in Appendix A. Our interpretation of the subsurface conditions observed in the borings is summarized below.

Site 1 (LB-1)

- **Fill (Af):** Beneath the asphalt and aggregate base, fill soils generally comprised of loose, brown, moist, silty fine to coarse sand with fine to coarse gravel were encountered to approximately 7 feet below existing grade. One SPT N-value was recorded in the fill stratum as 5 blows per foot.
- **Alluvium (Qal)** – The Fill stratum was observed to be underlain by Alluvium extending to the maximum depths explored of 81.5 feet below existing grade in LB-1. The Alluvium generally consists of medium dense to very dense, tan-brown to gray-tan, dry to moist, fine to coarse sand, with variable amounts of silt and gravel, and stiff to hard,

light brown to brown-gray, moist, silt and clay with varying amounts of fine to medium sand. SPT N-values for the sand layers typically ranged from 25 to 39 blows per foot. One lower isolated SPT N-value of 12 blows per foot was recorded in boring LB-1 at approximately 12 feet below existing grade. Higher SPT N-values of 81, 91, and 61 blows per foot were recorded at approximately 40, 45, and 65 feet below existing grade. SPT N-values for the silt and clay layers typically ranged from 13 to 22 blows per foot. One higher isolated SPT N-value of 66 was recorded at approximately 80 feet below existing grade.

Laboratory testing of one sample of sandy soil measured a fines content (silt and clay) of 4 percent, and one sample of clay soil measured a moisture content of 19.3 percent. Atterberg Limit testing of a sample at approximately 50 feet measured a liquid limit, plastic limit and plasticity index of 33, 18, and 15 percent, respectively. Direct shear testing of one silty sand sample at approximately 25 feet below existing grade measured peak and ultimate cohesion values of 150 and 0 psf, and peak and ultimate friction angles of 36 and 35 degrees.

- **Groundwater**: Groundwater was not encountered within the maximum depth explored of approximately 81.5 feet. Historical high groundwater level at the site is reported by California Division of Mines and Geology (CDMG) to be 45 to 50 feet below ground surface (CDMG, 2006). According to our 25 April 2016 Geotechnical Report for the LAFC Stadium, groundwater was reportedly at approximately 162 feet below ground surface (el 41.5) in a monitoring well approximately 1 mile northwest of the LAFC Stadium site.

Site 2 (LB-2)

- **Fill (Af):** Fill soils generally comprised of medium dense, brown to brown-white, dry to moist, silty fine to coarse sand with fine to coarse gravel were encountered to approximately 7 feet below existing grade. One SPT N-value was recorded in the fill stratum as 11 blows per foot.
- **Alluvium (Qal):** The Fill stratum was observed to be underlain by Alluvium extending to the maximum depths explored of 101.5 feet below existing grade in LB-2. The Alluvium generally consists of dense to very dense, tan-brown to gray-tan, dry to moist, fine to coarse sand, with variable amounts of silt and gravel, and very stiff, light brown to brown-gray, moist, silt and clay with varying amounts of fine to medium sand. SPT N-values for the sand layers typically ranged from 41 to 74 blows per foot. Sampler refusal type blowcounts were recorded in the sand layers at approximately 95 feet. Lower SPT N-values of 7, 16, and 27 blows per foot were recorded in the sand layers at approximately 10 feet, 20 feet, and 45 feet below existing grade. SPT N-values in the silt and clay layers typically ranged from 18 to 28 blows per foot. One higher isolated SPT N-value of 33 blows per foot was recorded in a silt layer at approximately 50 feet below existing grade.

  Laboratory testing of sandy soil samples measured fines contents of 13 and 47 percent, and a moisture content of 21.7 percent. Atterberg Limit testing of a sample at approximately 50 feet measured a liquid limit, plastic limit and plasticity index of 27, 22,

and 5 percent, respectively. Direct shear testing of one silty sand sample at approximately 15 feet below existing grade measured peak and ultimate cohesion values of 150 and 0 psf, and peak and ultimate friction angles of 34 and 34 degrees.

- **Groundwater**: Groundwater was not encountered within the maximum depth explored of approximately 101.5 feet. Historical high groundwater level at the site is reported by CDMG to be 45 to 50 feet below ground surface (CDMG, 2006). According to our 25 April 2016 Geotechnical Report for the LAFC Stadium, groundwater was reportedly at approximately 162 feet below ground surface (el 41.5) in a monitoring well approximately 1 mile northwest of the LAFC Stadium site.

Site 3 (LB-3 and LB-4)

- **Fill (Af):** Beneath the concrete, fill soils generally comprised of loose, brown, moist, silty fine to coarse sand with fine to coarse gravel were encountered to depths ranging from 5 to 7 feet below existing grade. One SPT N-value was recorded in boring LB-4 in the fill stratum as 8 blows per foot.

- **Alluvium (Qal):** The Fill stratum was observed to be underlain by Alluvium extending to the maximum depths explored of 101.5 feet below existing grade. The Alluvium generally consists of dense to very dense, tan to orange-brown, dry to moist, fine to coarse sand, with variable amounts of silt and fine to coarse gravel, and very stiff to hard, brown, moist, silt and clay with varying amounts of fine sand. SPT N-values for the sand layers typically ranged from 30 to 65 blows per foot. Sampler refusal type blowcounts were recorded in the sand layers at approximately 90 and 100 feet in boring LB-3 and 95 feet in boring LB-4. One lower isolated SPT N-value of 11 was recorded in the sand layers at approximately 10 feet below existing grade in LB-3. SPT N-values in the silt and clay layers typically ranged from 17 to 40 blows per foot. Higher SPT N-values of 66, 65 were recorded in the clay layers approximately 75 and 90 feet below existing grade in LB-3 and LB-4 respectively.

  Laboratory testing of sandy soil samples measured fines contents (silt and clay) of 17 and 45 percent, and a moisture content of 3.9 and 13.9 percent, respectively in LB-3. In LB-4, laboratory testing of one sandy soil sample measured fines content of 17 percent with 4.3 percent moisture content. Atterberg Limit testing of select samples in boring LB-3 measured liquid limits, plastic limits and plasticity indices of 30, 15, and 15 percent, and 31, 19, and 12 percent at 40 feet and 75 feet below existing grade, respectively. Atterberg limit testing of one sample in LB-4 at approximately 46 feet below existing grade measured a liquid limit, plastic limit, and plasticity index of 34, 18, and 16 percent. Direct shear testing of one silty sand sample in boring LB-3 at approximately 25 feet below existing grade measured peak and ultimate cohesion values of 150 and 50 psf, respectively, and peak and ultimate friction angles of 39 and 31 degrees, respectively. Direct shear testing of one silty clay sample in boring LB-4 at approximately 40 feet below existing grade measured peak and ultimate cohesion values of 800 and 200 psf, respectively, and measured both peak and ultimate friction angles of 30 degrees.

- **Groundwater**: Groundwater was not encountered within the maximum depth explored of approximately 101.5 feet. Historical high groundwater level at Site #3 is reported by CDMG to be 90 to 100 feet below ground surface (CDMG, 2006).

GEOTECHNICAL EVALUATION AND RECOMMENDATIONS

Seismic Design Criteria

In accordance with the provisions of LABC and ASCE/SEI 7-10 Standard, Chapter 11, the recommended seismic design criteria are summarized in the table below.

Criteria	Value		
Site No.	Site #1	Site #2	Site #3
Site Class	D	D	D
Mapped MCE_R Spectral Response Acceleration, short periods, S_S	2.038 g	2.050 g	2.282 g
Mapped MCE_R Spectral Response Acceleration, at 1-sec. period, S_1	0.723 g	0.727 g	0.803 g
Site Coefficient, F_a	1.0	1.0	1.0
Site Coefficient, F_v	1.5	1.5	1.5
Adjusted MCE_R Spectral Response Acceleration, short periods, S_{MS}	2.038 g	2.050 g	2.282 g
Adjusted MCE_R Spectral Response Acceleration, at 1-sec. period, S_{M1}	1.085 g	1.090 g	1.204 g
Design Spectral Response Acceleration, short periods, S_{DS}	1.359 g	1.367 g	1.521 g
Design Spectral Response Acceleration, at 1-sec. period, S_{D1}	0.723 g	0.727 g	0.803 g
Adjusted MCE_R Geometric Mean Peak Ground Acceleration, PGA_M	0.746 g	0.751 g	0.849 g

MCE_R = Risk-Targeted Maximum Considered Earthquake

Foundation Design

Based on our prior experience, we anticipate that the proposed digital freeway signs will be supported on deep foundations, such as cast-in-drilled-hole (CIDH) piles. The alluvial soils encountered at each site beginning at a depth of 5 feet below grade are suitable for support of the proposed structures using the anticipated type of foundations. Recommendations for the anticipated foundations are provided below.

- Pile Capacities –Based on our analysis, deep foundations at each site may be designed using the following parameters:

Site #1 – 3939 S Figueroa St (NWC of S Figueroa St and MLK Jr Blvd)		
Elevation	Design Side Shear	
	Compression	Uplift
el 182 to el 170	250 psf	100 psf
el 170 to el 130	700 psf	350 psf
el 130 to pile toe elevation	1,000 psf	500 psf

Site #2 – 3912 S Grand Ave		
Elevation	**Design Side Shear**	
	Compression	**Uplift**
el 188 to el 155	250 psf	100 psf
el 155 to el 180	700 psf	350 psf
el 180 to pile toe elevation	1,000 psf	500 psf

Site #3 – 1320 W 12th Place		
Elevation	**Design Side Shear**	
	Compression	**Uplift**
el 231 to el 180	600 psf	300 psf
el 180 to pile toe elevation	1,000 psf	500 psf

The above design side shear values are based on a factor of safety of 3, presuming no pile load testing will occur. Should higher design side shear values be desired, a load test program will need to be implemented. Side shear in the upper 5 feet of fill soils should not be included in design compression and uplift capacity calculations.

- Lateral Capacities – We performed preliminary *LPILE* computer analyses utilizing subsurface conditions at each site for a 36-inch-diameter CIDH pile. For nominally reinforced piles with a circular steel reinforcing cage consisting of 2% steel by gross area, concrete compressive strength of 4,000 psi, individual lateral pile capacities for free head conditions are anticipated to range from 25 to 35 kips at Site #1 and Site #2, and from 30 to 40 kips at Site #3.

  The above calculated allowable lateral pile capacities are based upon limiting the pile head deflection to ¼-inch and do not include p-multipliers to address group reduction factors. If additional lateral pile resistance is necessary, Langan can provide supplemental recommendations.

  Lateral capacities should be confirmed once final structural loads are provided to us by the Structural Engineer. Piles should be designed with sufficient steel to adequately resist lateral loads and moments developed in the pile.

- Pile Installation Considerations – CIDH pile installation procedures are anticipated to vary depending upon the variability of the material encountered and typically installed utilizing either the "dry" or "wet" methods depending on the subsurface and groundwater conditions encountered. Groundwater is not anticipated to be encountered; however, due to the presence of cohesionless soil layers (gravelly sand layers) at various depths underlying the sites, maintaining an open and stable borehole during drilling and prior to concreting may be difficult without the use of temporary casing. Upon attaining the required embedment and implementing proper cleaning of the bottom, the reinforcing cage should be lowered and concrete placed on the same day of drilling. Prior to placement of the reinforcing cage, the pile borehole bottom should be observed by the Geotechnical Engineer.

Proposed installation methods and schedules developed by the foundation contractor should be provided to the Geotechnical Engineer for review prior to installation of the piles.

Corrosion Considerations

Chemical analyses performed on selected samples obtained from the borings for this study are summarized below.

Site	Sample	USCS Group Symbol	Depth (feet)	Resistivity (ohm-cm)	pH	Soluble Sulfate (ppm)	Chloride (ppm)
Site #1	LB-1/B-1	SM	0-5	8,000	7.2	76	56
Site #2	LB-2/B-1 & S-1	SM	0-7.5	5,000	6.5	171	160
Site #3	LB-4/S-2	SM	10	1,400	7.4	121	44

Based on the minimum resistivity, pH, sulfate and chloride contents, the upper approximately 10 feet of soil at the sites are considered non-corrosive to concrete; however are considered corrosive to ferrous metals (Caltrans 2015 and ACI 318). Based on our previous experience, native alluvial soils generally have high resistivity values, and low soluble sulfate and chloride contents; therefore, the alluvial soils are anticipated to be non-corrosive to concrete. All subsurface ferrous metal utilities and structures should be protected against corrosion. At this time, we recommend Type II cement and a maximum water-to-cement ratio of 0.5 with a minimum compressive strength of 4,000 psi be used for the construction of concrete and grout subsurface structures. The final concrete compressive strength will depend on actual structural loads. A corrosion expert should be consulted during the design phase for the most economical and effective corrosion protection. A copy of the corrosion results is provided in Appendix C.

Excavation Considerations

Excavations performed for pile caps should be performed in accordance with Cal/OSHA requirements. Pile cap excavations deeper than 3 feet should be sloped at a 1H:1V (horizontal to vertical).

Utility Support

Utilities can be supported on approved fill, compacted fill, or on approved native soils. The bedding material should extend at least 12 inches over the top of the utility unless otherwise required by the utility owner. Utility subgrade should be confirmed to be free of standing water, firm, and unyielding prior to placement of bedding material. Unsuitable soils should be removed and replaced with compacted fill in accordance with the recommendations provided herein. Utility trenches above pipe bedding should be backfilled in accordance with the recommendations provided herein for fill compaction requirements using either previously excavated soil (if suitable), or with approved imported material. Utility trench backfill in non-structural areas should be compacted to a minimum of 90 percent of the maximum dry density

and moisture conditioned to within 3 percent of the optimum moisture content, as determined by ASTM D1557 (Modified Proctor).

SERVICES DURING DESIGN, CONSTRUCTION DOCUMENTS, AND CONSTRUCTION QUALITY ASSURANCE

During final design we should be retained to consult with the design team as geotechnical questions arise. Technical specifications and design drawings should incorporate Langan's recommendations. When authorized, Langan will assist the design team in preparing specification sections related to geotechnical issues such as deep foundations. Langan should also, when authorized, review the project plans, as well as Contractor submittals relating to materials and construction procedures for geotechnical work, to confirm the designs incorporate the intent of our recommendations.

Langan has investigated and interpreted the site subsurface conditions and developed the foundation design recommendations contained herein, and is therefore best suited to perform quality assurance observation and testing of geotechnical-related work during construction. The work requiring quality assurance confirmation and/or special inspections per the Building Code includes, but is not limited to, earthwork, backfill, ground improvement, shallow and deep foundations, and excavation support.

Recognizing that construction observation is the final stage of geotechnical design, quality assurance observation during construction by Langan is necessary to confirm the design assumptions and design elements, to maintain our continuity of responsibility on this project, and allow us to make changes to our recommendations, as necessary. The foundation system and general geotechnical construction methods recommended herein are predicated upon Langan assisting with the final design and providing construction observation services for the Owner. Should Langan not be retained for these services, we cannot assume the role of geotechnical engineer of record, and the entity providing the final design and construction observation services must serve as the engineer of record.

CONTRACTOR OBLIGATIONS

The Contractor is responsible for construction quality control, which includes satisfactorily constructing the foundation system and any associated temporary works to achieve the design intent while not adversely impacting or causing loss of support to neighboring property, structures, utilities, roadways, etc. Construction activities that can alter the existing ground conditions such as excavation, fill placement, foundation construction, ground improvement, pile driving/drilling, dewatering, etc. can also induce stresses, vibrations, and movements in nearby structures and utilities, and disturb occupants. Contractors are solely responsible to ensure that their activities will not adversely affect the structures and utilities, and will not disturb occupants. Contractors must also take all necessary measures to protect the existing structures, utilities, etc. during construction.

LIMITATIONS

The conclusions and recommendations provided in this report result from our interpretation of the geotechnical conditions existing at the site inferred from a limited number of borings as

well as architectural information provided by Legends and Los Angeles Football Club. Actual subsurface conditions may vary. Recommendations provided are dependent upon one another and no recommendation should be followed independent of the others.

Any proposed changes in structures or their locations should be brought to Langan's attention as soon as possible so that we can determine whether such changes affect our recommendations. Information on subsurface strata and groundwater levels shown on the logs represent conditions encountered only at the locations indicated and at the time of investigation. If different conditions are encountered during construction, they should immediately be brought to Langan's attention for evaluation, as they may affect our recommendations.

This report has been prepared to assist the Owner, architect, and structural engineer in the design process and is only applicable to the design of the specific project identified. The information in this report cannot be utilized or depended on by engineers or contractors who are involved in evaluations or designs of facilities (including underpinning, grouting, stabilization, etc.) on adjacent properties which are beyond the limits of that which is the specific subject of this report.

Environmental issues (such as permitting or potentially contaminated soil and groundwater) are outside the scope of this study and should be addressed in a separate evaluation.

Sincerely,

Langan Engineering and Environmental Services, Inc.

Enrique A. Riutort, PE, GE
Senior Project Manager
GE 2961

REGISTERED PROFESSIONAL ENGINEER
ENRIQUE A. RIUTORT
GE2683
12/31/19
GEOTECHNICAL
STATE OF CALIFORNIA

Diane M. Fiorelli, PE, GE
Senior Associate/ Vice President
GE 3042

REGISTERED PROFESSIONAL ENGINEER
DIANE M FIORELLI
No. GE 3042
6/30/19
GEOTECHNICAL
STATE OF CALIFORNIA

DMF ER: jcg

Enclosure(s): Figure 1 – Site Vicinity Map
Figure 2 – Boring Location and Geologic Map: Site #1
Figure 3 – Boring Location and Geologic Map: Site #2
Figure 4 – Boring Location and Geologic Map: Site #3
Appendix A – Boring Logs
Appendix B – Laboratory Test Results

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FIGURES

LEGEND:

APPROXIMATE SITE LIMITS

NOTES:

1. BASE FIGURE REPRODUCED FROM DATADOORS AERIAL IMAGERY OBTAINED 7 JUNE 2017.
2. REFER TO REPORT FOR SITE ADDRESSES.

600 0 300 600

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Figure Title
SITE VICINITY MAP

Project No.	700042204
Date	JUNE 2017
Scale	1" = 600'
Drawn By	JH
Figure No.	1

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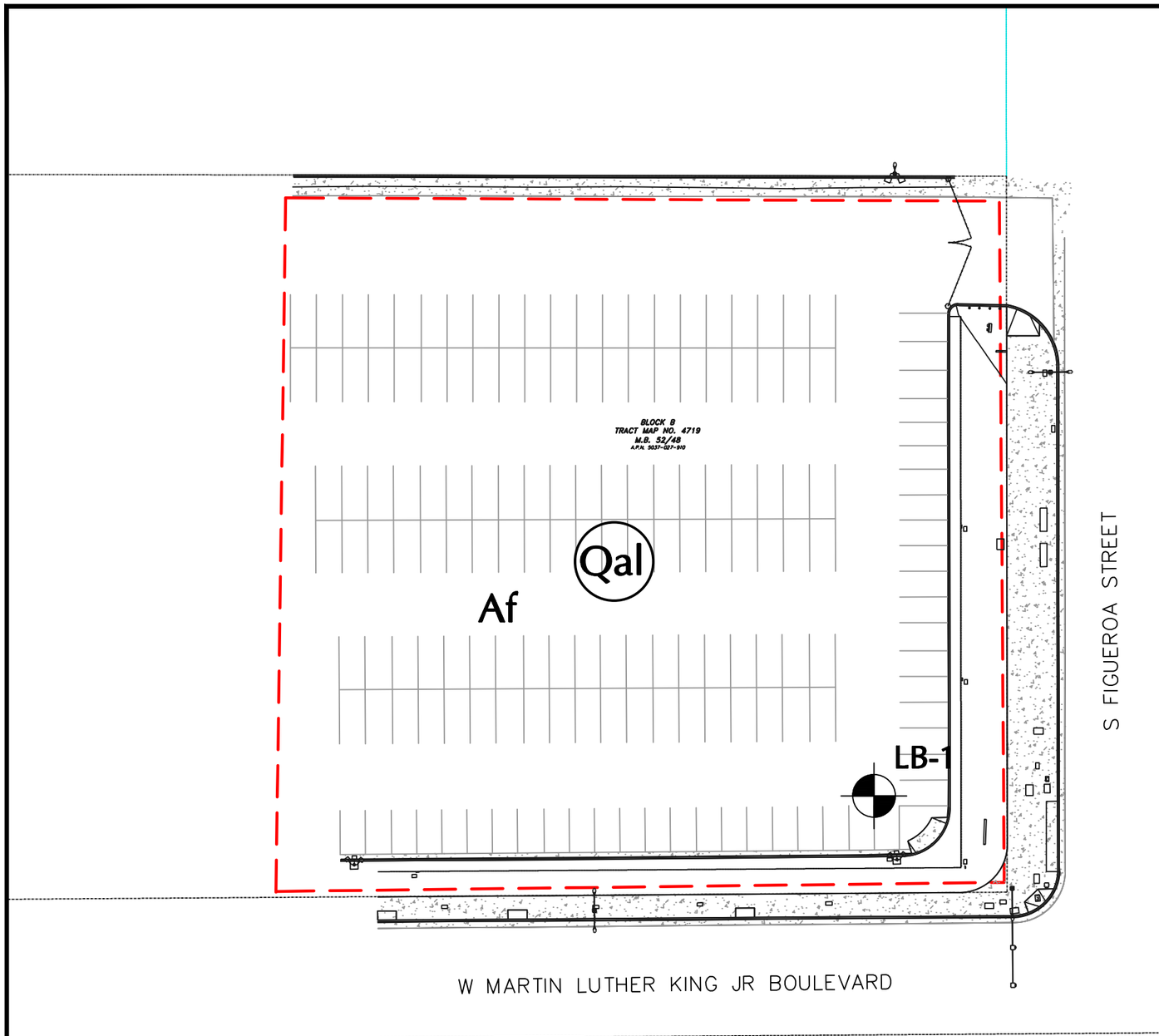

KEY MAP

LEGEND:

APPROXIMATE TOPOGRAPHY AND BOUNDARY SURVEY

LB-1 BORING LOCATION AND DEPTH

Af ARTIFICIAL FILL

Qal ALLUVIUM (CIRCLED WHERE BURIED)

NOTES:

1. BASE FIGURE REPRODUCED FROM DATADOORS AERIAL IMAGERY OBTAINED 1 MAY 2017.
2. BACKGROUND DRAWINGS AND LIMITS OF AREAS REFERENCED FROM "TOPOGRAPHIC SURVEY, EXPOSITION PARK EVENT PARKING, LOS ANGELES, CALIFORNIA", PROVIDED BY CAL VADA SURVEYING, INC., DATED 16 JUNE 2017
3. SITE LOCATIONS ARE APPROXIMATE.

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Figure Title: BORING LOCATION AND GEOLOGIC MAP SITE 1

Project No. 700042204	Figure No. 2
Date JUNE 2017	
Scale 1" = 40'	
Drawn By JL	

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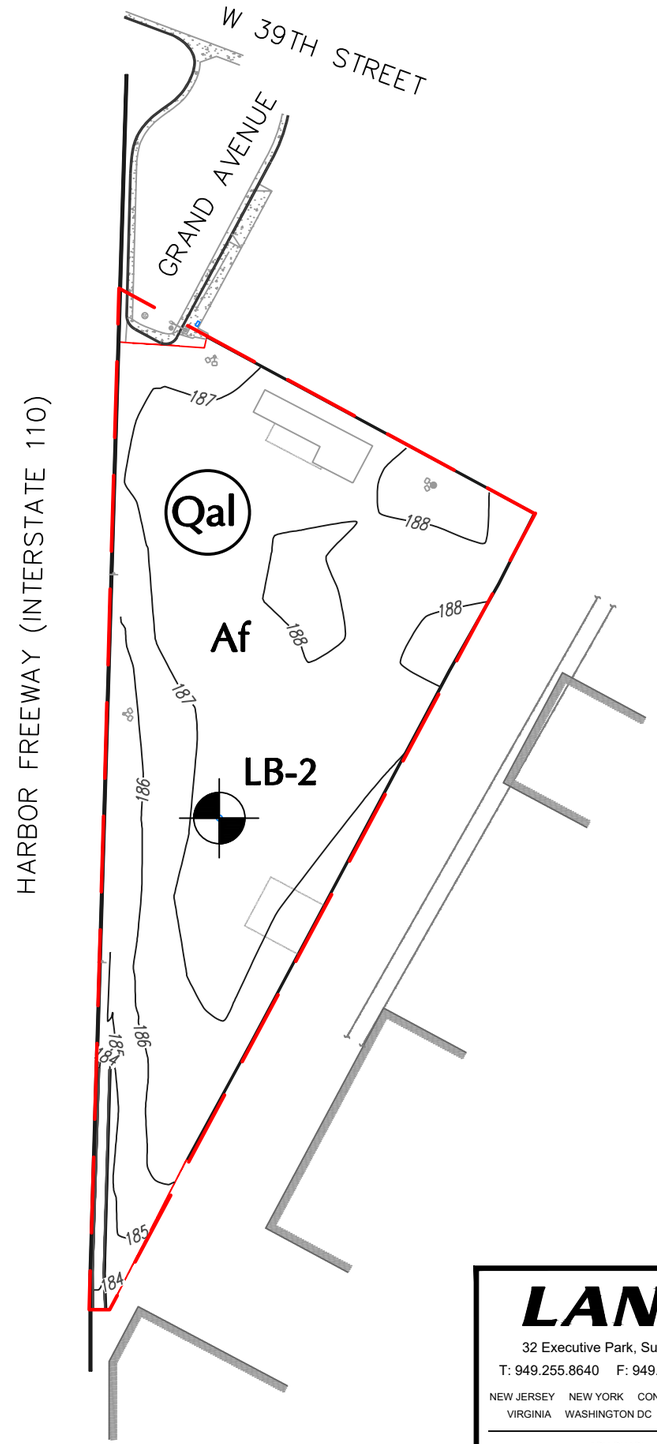
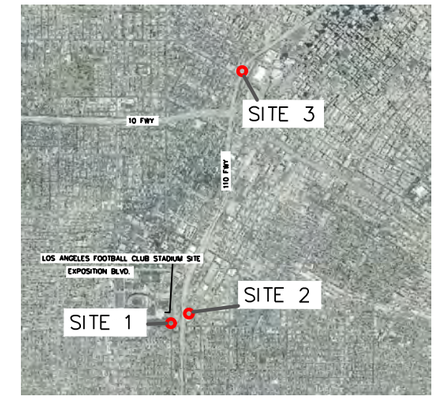
Filename: \\Langan.com\data\IR\data2\700042204\Cadd Data - 700042204\2D-DesignFiles\Geotechnical\Actual and Proposed Boring Locations.dwg Date: 6/27/2017 Time: 13:07 User: cbenderwhitaker Style Table: Langan.stb Layout: Proposed Boring Site 1 With Key





KEY MAP

LEGEND:

— —	APPROXIMATE TOPOGRAPHY AND BOUNDARY SURVEY
LB-2	BORING LOCATION AND DEPTH
Af	ARTIFICIAL FILL
Qal	ALLUVIUM (CIRCLED WHERE BURIED)

NOTES:
1. BASE FIGURE REPRODUCED FROM DATADOORS AERIAL IMAGERY OBTAINED 1 MAY 2017.
2. BACKGROUND DRAWINGS AND LIMITS OF AREAS REFERENCED FROM "TOPOGRAPHIC SURVEY, SITE 2, 1320 WEST 12TH PLACE, LOS ANGELES, CALIFORNIA", PROVIDED BY CAL VADA SURVEYING, INC., DATED 16 JUNE 2017
3. SITE LOCATIONS ARE APPROXIMATE.

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SCALE IN FEET

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Figure Title
BORING LOCATION AND GEOLOGIC MAP SITE 2

Project No. 700042204	Figure No. 3
Date JUNE 2017	
Scale 1" = 60'	
Drawn By JL	

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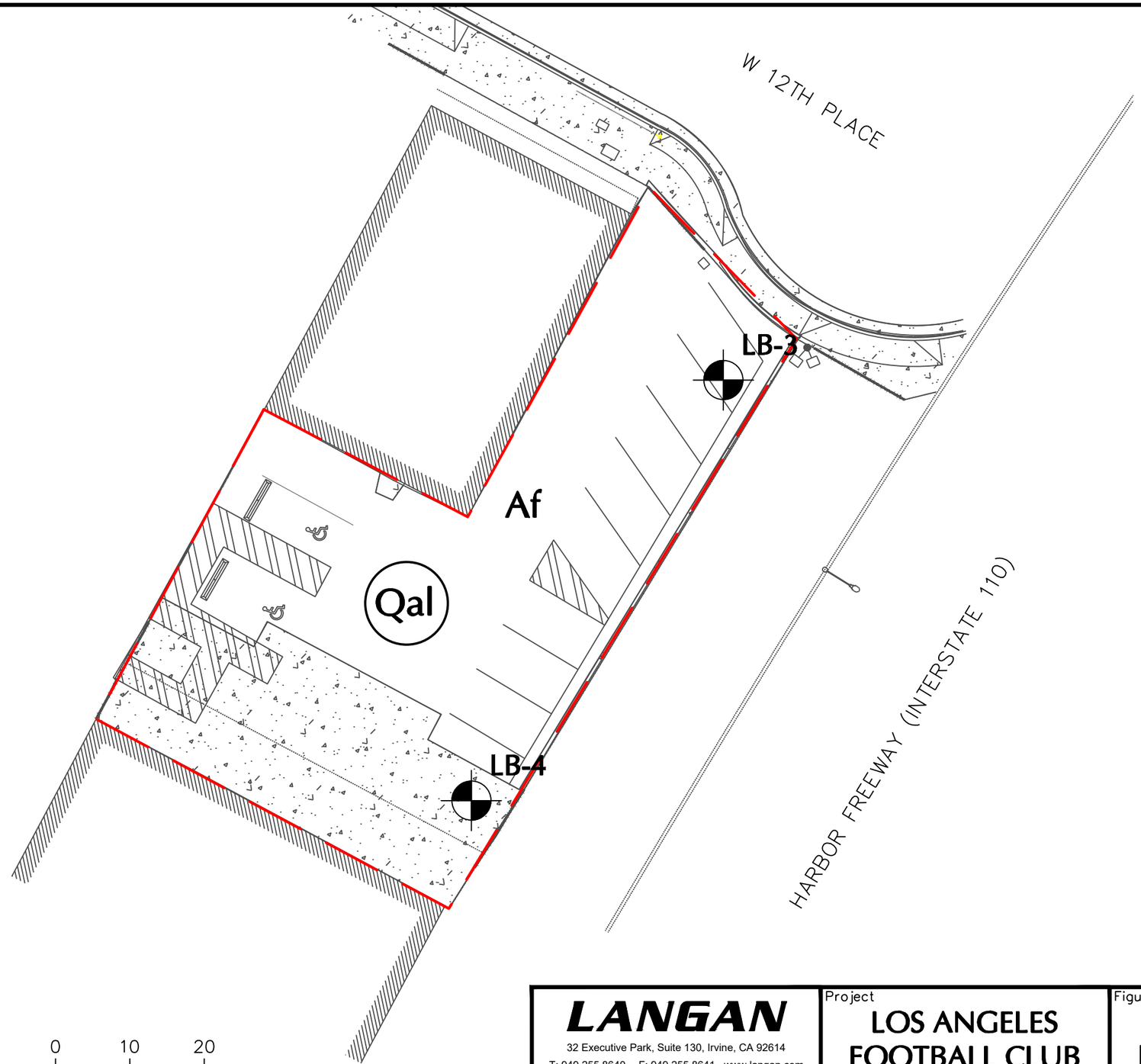

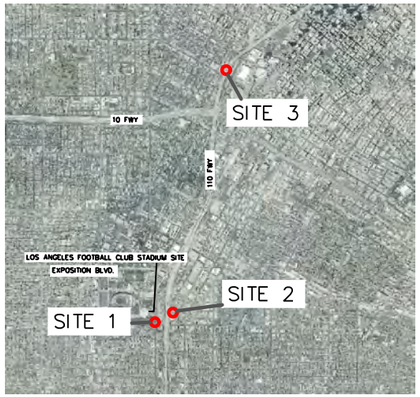

KEY MAP

LEGEND:

APPROXIMATE TOPOGRAPHY AND BOUNDARY SURVEY

LB-4 BORING LOCATIONS AND DEPTH

Af ARTIFICIAL FILL

Qal ALLUVIUM (CIRCLED WHERE BURIED)

NOTES:
1. BASE FIGURE REPRODUCED FROM DATADOORS AERIAL IMAGERY OBTAINED 1 MAY 2017.
2. BACKGROUND DRAWINGS AND LIMITS OF AREAS REFERENCED FROM "TOPOGRAPHIC SURVEY, SITE 3, 3916 SOUTH GRAND AVENUE, LOS ANGELES, CALIFORNIA", PROVIDED BY CAL VADA SURVEYING, INC., DATED 16 JUNE 2017
3. SITE LOCATIONS ARE APPROXIMATE.

20 0 10 20
SCALE IN FEET

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Figure Title
BORING LOCATION AND GEOLOGIC MAP SITE 3

Project No. 700042204	Figure No. 4
Date JUNE 2017	
Scale 1" = 20'	
Drawn By JL	

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APPENDIX A
Boring Logs

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Log of Boring **LB-1** Sheet 1 of 4

Project: Los Angeles Football Club Freeway Signs	Project No.: 700042204
Location: 3939 S Figueroa St, Los Angeles, CA	Elevation and Datum: Approx. 181.5 ft. NAVD 88
Drilling Company: Martini Drilling	Date Started: 6/5/17 / Date Finished: 6/5/17
Drilling Equipment: Truck Mounted CME-75	Completion Depth: 81.5 ft / Rock Depth: --
Size and Type of Bit: 8-Inch O.D. Hollow Stem Auger	Number of Samples: Disturbed 18, Undisturbed --, Core --
Casing Diameter (in): -- / Casing Depth (ft): --	Water Level (ft.): First -- / Completion -- / 24 HR. --
Casing Hammer: -- / Weight (lbs): -- / Drop (in): --	Drilling Foreman: Jeff Frazer
Sampler: 2-inch O.D. Split Spoon & 3-inch O.D. Modified California	Field Engineer: Jose Baron jr
Sampler Hammer: Automatic / Weight (lbs): 140 / Drop (in): 30	

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+181.5		0					
+181.3	Asphalt Thickness = 3 inches						
+180.7	Aggregate Base Thickness = 7 inches						Hand auger to 5 feet.
	Brown, silty fine to coarse SAND, some fine to coarse gravel, some vegetation, (SM), moist, [FILL]	1–5	B-1	HA			
	Loose, brown, silty fine to medium SAND, trace fine gravel, (SM), moist [FILL]	5–7	S-1	SPT	18	1 2 3	
+174.5		7					
	Medium dense, tan, fine to coarse SAND, trace fine gravel, (SP), moist	7–9	S-2	CR	12	7 11 13	
	Medium dense, tan, fine to coarse SAND, (SP), moist	9–15	S-3	SPT	13	4 6 6	
	Loose, tan, fine to coarse SAND, (SP), moist	15–16	S-4	CR	12	8 7 8	
+165.5		16					
	Stiff, light brown, SILT, some fine sand, (ML), moist	16–20					

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Log of Boring **LB-1** Sheet 2 of 4

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3939 S Figueroa St, Los Angeles, CA	Approx. 181.5 ft. NAVD 88

Elev. (ft)	Sample Description	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+161.5	Stiff, light brown, fine sandy SILT, (ML), moist	S-5	SPT	18	7 7 7	
+158.5	Medium dense, brown, silty fine to coarse SAND, trace fine gravel, (SM), moist	S-6	CR	18	8 12 15	
	Medium dense, brown, silty fine to coarse SAND, trace fine to coarse gravel, (SM), moist	S-7	SPT	18	8 14 11	Possible cobbles
+148.5	Dense, light brown, fine to coarse SAND, some fine to coarse gravel, (SW), dry	S-8	SPT	18	24 25 13	
+143.5	Stiff, brown-gray with orange/red staining, SILT, some clay, some fine sand, (ML), moist	S-9	SPT	18	3 6 7	
+139.3	Very dense, dark tan, fine to coarse gravelly fine to coarse SAND, (SP), dry	S-10	CR	15	8 31 50/3"	

Depth Scale: 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45

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Log of Boring **LB-1** Sheet 3 of 4

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3939 S Figueroa St, Los Angeles, CA	Approx. 181.5 ft. NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+136.5	Very dense, dark tan, fine to coarse gravelly fine to coarse SAND, (SP), dry	45, 46, 47	S-11	SPT	16	14 41 50/4"	
+133.5	Very stiff, brown-gray, CLAY, some silt, some fine to medium sand, (CL), moist	48, 49, 50, 51	S-12	SPT	18	4 9 13	
	Very stiff, brown-gray, CLAY, some silt, some fine to coarse sand, (CL), moist	52, 53, 54, 55, 56	S-13	SPT	18	4 8 13	
+123.3	Hard, brown, fine to coarse sandy SILT, trace clay, (ML), moist	57, 58, 59, 60	S-14	SPT	18	9 18 21	
+120.5	Dense, brown, silty fine SAND, (SM), moist	61, 62					
+118.5	Very dense, tan, fine to medium SAND, (SP), dry	63, 64, 65, 66	S-15	SPT	18	12 23 38	
+113.5		67, 68, 69, 70					

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Log of Boring **LB-1** Sheet 4 of 4

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3939 S Figueroa St, Los Angeles, CA	Approx. 181.5 ft. NAVD 88

Elev. (ft)	Sample Description	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+111.5	Very stiff, tan-gray, SILT, some fine sand, (ML), moist					
+111.0	Dense, tan-gray, silty fine SAND, (SM), moist	S-16	SPT	18	10 11 19	
	Dense, brown-tan, silty fine SAND, (SM), moist	S-17	SPT	18	9 16 20	
+103.5	Hard, light brown, sandy SILT, (ML), moist	S-18	SPT	18	14 28 38	
+100.0	End boring at approximately 81.5 feet. No groundwater encountered. Boring backfilled with grout and surface patched with asphalt cold patch.					

Depth Scale: 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95

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Log of Boring **LB-2** Sheet 1 of 5

Project: Los Angeles Football Club Freeway Signs	Project No.: 700042204
Location: 3912 S. Grand Ave., Los Angeles, CA	Elevation and Datum: Approx. 187.5 ft. NAVD 88
Drilling Company: Martini Drilling	Date Started: 6/5/17 / Date Finished: 6/5/17
Drilling Equipment: Truck Mounted CME-75	Completion Depth: 101.5 ft / Rock Depth: --
Size and Type of Bit: 8-Inch O.D. Hollow Stem Auger	Number of Samples: Disturbed 22, Undisturbed --, Core --
Casing Diameter (in): -- / Casing Depth (ft): --	Water Level (ft.): First -- / Completion -- / 24 HR. --
Casing Hammer: -- / Weight (lbs): -- / Drop (in): --	Drilling Foreman: Jeff Frazer
Sampler: 2-Inch O.D. Split Spoon & 3-Inch O.D. Modified California	Field Engineer: Jose Baron jr
Sampler Hammer: Automatic / Weight (lbs): 140 / Drop (in): 30	

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+187.5	Brown, silty fine to coarse SAND, trace fine to coarse gravel, (SM), moist [FILL]	0–1	B-1	HA			Hand auger to 5 feet.
	Brown, silty fine to coarse SAND, trace fine to coarse gravel, (SM), moist [FILL]	2–4					
	Medium dense brown-white, silty fine to coarse SAND, some fine to coarse gravel, (SM), dry, [FILL]	5–6	S-1	SPT	18	7 7 4	
+180.5	Loose, tan-white fine to coarse SAND, trace fine to coarse gravel, (SP), dry	7–8	S-2	CR	12	4 7 6	
	Loose, brown-tan, fine to medium SAND, (SP), moist	9–11	S-3	SPT	15	3 3 4	
+172.0	Medium dense, brown-tan, fine to medium SAND, (SP), moist	12–15					
	Medium dense, brown, silty fine to medium SAND, (SM) moist	15–16	S-4	CR	12	4 5 12	
		17–20					

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Log of Boring **LB-2** Sheet 2 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3912 S. Grand Ave., Los Angeles, CA	Approx. 187.5 ft. NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+167.5	Medium dense, brown-tan, fine to coarse SAND, some silt, trace fine to coarse gravel, (SM), moist	20, 21	S-5	SPT	15	3, 7, 9	
+164.5	Dense, tan-brown, fine to coarse SAND, some fine to coarse gravel, (SW), moist	25, 26	S-6	CR	8	14, 22, 25	
	Dense, gray-tan, fine to coarse gravelly fine to coarse SAND, (SW), moist	30, 31	S-7	SPT	9	8, 17, 24	
	Very dense, tan-gray, fine to coarse gravelly fine to coarse SAND, (SW), moist	35, 36	S-8	SPT	9	32, 31, 36	
+149.5	Very stiff, light brown-orange, SILT, some clay, (ML), moist	40, 41	S-9	SPT	18	3, 10, 18	
+146.5	Medium dense, brown, fine SAND, (SP), moist						
+144.5		43, 44, 45					

Depth Scale: 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45

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Log of Boring **LB-2** Sheet 3 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3912 S. Grand Ave., Los Angeles, CA	Approx. 187.5 ft. NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Sample Data: Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+142.5	Medium dense, light brown, silty fine SAND, (SM), moist	45	S-10	SPT	18	9 12 15	
+139.5	Very stiff, brown-gray, SILT, trace clay, trace fine sand, (ML), moist	50	S-11	SPT	17	8 14 19	
	Very stiff, brown-gray with orange mottling, SILT (ML) moist	55	S-12	SPT	18	7 8 10	
+129.5	Very dense, white-tan, fine to coarse SAND, some fine to coarse gravel, (SW), moist	60	S-13	SPT	9	10 22 31	
	Very dense, brown, fine to coarse SAND, trace fine gravel (SW) moist	65	S-14	SPT	15	11 27 27	

Depth Scale: 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70

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Log of Boring **LB-2** Sheet 4 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3912 S. Grand Ave., Los Angeles, CA	Approx. 187.5 ft. NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+117.5	Very dense, tan-brown, fine to coarse SAND, trace fine to coarse gravel, trace silt, (SW), moist	70, 71	S-15	SPT	16	37, 38, 30	
+114.5	Very dense, white-tan, fine to medium sand, (SP), dry	73, 74, 75, 76	S-16	SPT	9	13, 33, 38	
	Dense, brown-tan, fine to medium SAND, (SP), moist	77, 78, 79, 80, 81	S-17	SPT	12	14, 25, 27	
+104.5	Very stiff, brown-gray with orange mottling, CLAY, some silt, trace fine sand, (CL), moist	82, 83, 84, 85, 86	S-18	SPT	8	11, 10, 11	
+100.8	Very dense, red-brown, fine to coarse SAND, some fine to course gravel, (SW), moist	87, 88, 89	S-19	CR	5	50/5"	
	Very dense, brown-tan, fine to course SAND, some fine to coarse gravel, (SW), moist	90, 91, 92, 93, 94, 95	S-20	SPT	5	50/5"	

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Log of Boring **LB-2** Sheet 5 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
3912 S. Grand Ave., Los Angeles, CA	Approx. 187.5 ft. NAVD 88

MATERIAL SYMBOL	Elev. (ft)	Sample Description	Depth Scale	Sample Data: Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
	+92.5	Very dense, tan-white, fine to coarse SAND, some fine to coarse gravel, (SW), moist	95	S-21	SPT	9	43 50/3"	
			96					
			97					
			98					
			99					
		Very dense, white-tan, fine to coarse SAND, some fine gravel, (SW), moist	100	S-22	SPT	13	16 32 42	
	+86.0		101					
		End boring at approximately 101.5 feet. No groundwater encountered. Boring backfilled with grout and surface patched with cold patch asphalt.	102					
			103					
			104					
			105					
			106					
			107					
			108					
			109					
			110					
			111					
			112					
			113					
			114					
			115					
			116					
			117					
			118					
			119					
			120					

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Log of Boring **LB-3** Sheet 1 of 5

Project: Los Angeles Football Club Freeway Signs	Project No.: 700042204
Location: 1320 W 12th Place, Los Angeles, CA	Elevation and Datum: Approx. 230.5 ft NAVD 88
Drilling Company: Martini Drilling	Date Started: 6/6/17 / Date Finished: 6/6/17
Drilling Equipment: Truck Mounted CME-75	Completion Depth: 100.8 ft / Rock Depth: --
Size and Type of Bit: 8-Inch O.D. Hollow Stem Auger	Number of Samples: Disturbed 21, Undisturbed --, Core --
Casing Diameter (in): -- / Casing Depth (ft): --	Water Level (ft.): First -- / Completion -- / 24 HR. --
Casing Hammer: -- / Weight (lbs): -- / Drop (in): --	Drilling Foreman: Jeff Frazer
Sampler: 2-Inch O.D. Split Spoon & 3-Inch O.D. Modified California	Field Engineer: Daniel Judge
Sampler Hammer: Automatic / Weight (lbs): 140 / Drop (in): 30	

Elev. (ft)	Sample Description	Depth Scale	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+230.5		0					
+230.2	Asphalt Thickness = 4 inches						
	Brown, silty fine to medium SAND, some fine to coarse gravel, (SM), moist [FILL]	1	B-1	HA			Hand augered 0 to 5 feet.
		2					
	Brown, silty fine to medium SAND, some fine to coarse gravel, (SM), moist [FILL]	3					
		4					
+225.5		5					
	Medium dense, light brown, silty fine to coarse SAND, some coarse to fine gravel, (SM), moist	6	S-1	SPT	9	7 13 7	
		7					
	Medium dense, orange-brown, silty fine to coarse SAND, some fine gravel, (SM), moist	8	S-2	CR	18	19 24 19	
		9					
	Medium dense, orange-brown, silty fine to medium SAND, (SM), moist	10	S-3	SPT	18	4 5 6	
		11					
		12					
		13					
		14					
	Very dense, brown, fine to medium SAND, some silt, some fine to coarse gravel, (SM), moist	15	S-4	CR	4	50/4"	
		16					
		17					
		18					Drill rig chatter for approximately 0.5 foot.
		19					
		20					

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Log of Boring **LB-3** Sheet 2 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.5 ft NAVD 88

Elev. (ft)	Sample Description	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+210.5	Very dense, brown, silty fine to coarse SAND, (SM), moist	S-5	SPT	18	8 21 13	
+209.2	Hard, brown, fine to coarse sandy CLAY, (CL), moist					
+207.5	Dense, brown, fine to medium SAND, some silt, (SM), dry	S-6	CR	15	17 30 42	
+202.5	Hard, brown, fine sandy SILT, some clay, (ML), moist	S-7	SPT	18	5 10 22	
+197.5	Very dense, tan, fine to coarse SAND, trace fine gravel, trace silt, (SW), moist	S-8	CR	11	23 50/5"	
+192.5	Hard, brown, CLAY, some fine to medium sand, (CL), moist	S-9	SPT	18	6 13 20	
+187.5						

Depth Scale: 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45

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Log of Boring **LB-3** Sheet 3 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.5 ft NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+185.5	Dense, brown, silty fine to medium SAND, trace clay, (SM), moist	45	S-10	SPT	18	9 15 26	
		46					
		47					
		48					
		49					
	Very dense, tan, fine to coarse SAND, some silt, trace fine gravel, (SM), dry	50	S-11	SPT	18	16 28 31	
		51					
		52					
		53					
		54					
	Very dense, tan, fine to coarse SAND, some silt, trace fine gravel, (SM), dry	55	S-12	SPT	12	39 50	
		56					
		57					
+172.5		58					
		59					
	Very stiff, brown, fine sandy SILT, trace clay, (ML), moist	60	S-13	SPT	18	9 15 16	
		61					
		62					
		63					
		64					
	Very stiff, brown, fine sandy SILT, some clay, (ML), moist	65	S-14	SPT	18	3 11 17	
		66					
		67					
		68					
		69					
		70					

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Log of Boring **LB-3** Sheet 4 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.5 ft NAVD 88

Elev. (ft)	Sample Description	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+160.5	Very stiff, brown, fine sandy SILT, trace clay, (ML), moist	S-15	SPT	18	6 11 20	
+157.5	Hard, brown, CLAY, some fine sand, some silt, (CL), moist	S-16	SPT	18	7 16 50	
+152.5	Dense, brown, silty fine SAND, (SM), moist	S-17	SPT	18	13 22 23	
+147.5	Dense, brown, fine to coarse SAND, trace silt, (SW), moist	S-18	SPT	18	28 18 18	
+144.8	Hard, brown, CLAY, some fine to medium sand, (CL), moist					
+139.8	Very stiff, brown, CLAY, some fine to medium sand, (CL), moist	S-19	SPT	17	6 15 50/5"	
+137.5	Very dense, tan, clayey fine to coarse SAND, trace fine gravel, (SC), dry					

Depth Scale: 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95

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Log of Boring **LB-3** Sheet 5 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.5 ft NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+135.5	Very dense, tan, fine to coarse SAND, some silt, trace fine gravel, (SM), moist	95	S-20	SPT	18	31 49 40	
		96					
		97					
		98					
		99					
	Very dense, sand, fine to coarse SAND, some silt, trace fine gravel, (SM), dry	100	S-21	SPT	10	35 50/4"	
+129.7	End boring at approximately 100.8 feet No groundwater encountered. Boring backfilled with bentonite/grout and surface patched with asphalt cold patch.	101					
		102					
		103					
		104					
		105					
		106					
		107					
		108					
		109					
		110					
		111					
		112					
		113					
		114					
		115					
		116					
		117					
		118					
		119					
		120					

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Log of Boring **LB-4** Sheet 1 of 5

Project: Los Angeles Football Club Freeway Signs	Project No.: 700042204
Location: 1320 W 12th Place, Los Angeles, CA	Elevation and Datum: Approx. 230.8 ft NAVD 88
Drilling Company: Martini Drilling	Date Started: 6/6/17 / Date Finished: 6/6/17
Drilling Equipment: Truck Mounted CME-75	Completion Depth: 101.5 ft / Rock Depth:
Size and Type of Bit: 8-Inch O.D. Hollow Stem Auger	Number of Samples: Disturbed 21, Undisturbed --, Core --
Casing Diameter (in): -- / Casing Depth (ft): --	Water Level (ft.): First ▽, Completion ▼, 24 HR. ▼
Casing Hammer: -- / Weight (lbs): -- / Drop (in): --	Drilling Foreman: Jeff Frazer
Sampler: 2-Inch O.D. Split Spoon & 3-Inch O.D. Modified California	Field Engineer: Daniel Judge
Sampler Hammer: Automatic / Weight (lbs): 140 / Drop (in): 30	

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+230.8		0					
+230.4	Concrete thickness = 5 inches						
	Brown, silty fine to medium SAND, some fine to medium gravel, (SM), moist [FILL]	1					Hand augered 0 to 5 feet.
		2	B-1	HA			
	Brown, silty fine to medium SAND, some fine to medium gravel, (SM), moist [FILL]	3					
		4					
	Loose, brown, silty fine to medium SAND, some fine to medium gravel, (SM), moist [FILL]	5	S-1	SPT	10	4 4 4	
		6					
+223.8		7					
	Dense, orange-brown, silty fine to coarse SAND, trace fine gravel, (SM), moist	8	S-2	SPT	15	8 15 18	
		9					
	Very dense, tan-brown, silty fine to coarse SAND, trace fine gravel, (SM), moist	10	S-3	SPT	15	13 19 31	
		11					
		12					
		13					
		14					
	Very dense, tan, silty fine to coarse SAND, some fine gravel, (SM), dry	15	S-4	SPT	15	23 22 29	Possible cobbles
		16					
		17					
		18					
		19					
		20					

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Log of Boring **LB-4** Sheet 2 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.8 ft NAVD 88

Elev. (ft)	Sample Description	Sample Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+210.8	Very dense, tan, silty fine to coarse SAND, some fine gravel, (SM), dry	S-5	SPT	18	14 17 23	
	Dense, tan, silty fine to coarse SAND, trace coarse gravel, (SM), moist	S-6	SPT	18	10 19 21	
+202.8						
+199.6	Hard, brown, fine sandy SILT, (ML), moist	S-7	CR	10	23 50/4"	
	Very dense, brown-red, silty medium to coarse SAND, (SM), moist					
	Dense, brown-red, silty fine to coarse SAND, trace fine gravel, (SM), moist	S-8	SPT	18	12 23 17	
+194.6	Hard, brown, fine sandy SILT, some clay, (ML), moist					
+192.8						
	Hard, brown, CLAY, some fine sand, some silt, (CL), moist	S-9	CR	18	9 20 35	
+187.8						

Depth Scale: 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45

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Log of Boring **LB-4** Sheet 3 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.8 ft NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+185.8	Medium dense, brown-red, silty fine to coarse SAND, some fine to coarse gravel, trace clay, (SM), moist	45	S-10	SPT	18	14 16 17	
+185.1	Hard, brown, fine sandy CLAY, some silt, (CL), moist	46					
		47					
+182.8		48					
		49					
	Very dense, brown to tan-brown, silty fine SAND, trace gravel, (SM), moist	50	S-11	SPT	18	18 35 36	
		51					
		52					
		53					
		54					
	Very dense, tan-brown, fine to coarse SAND, some silt, trace fine gravel, (SM), moist	55	S-12	SPT	18	24 41 41	
		56					
		57					
		58					
		59					
	Dense, tan to orange-brown, silty fine to medium SAND, trace clay, (SM), moist	60	S-13	SPT	18	16 22 15	
+169.5		61					
	Hard, brown, fine sandy SILT, some fine sand, (ML), moist	62					
		63					
		64					
	Very stiff, brown, SILT, some fine sand, trace clay, (ML), moist	65	S-14	SPT	18	5 9 13	
		66					
		67					
+162.8		68					
		69					
		70					

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Log of Boring **LB-4** Sheet 4 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.8 ft NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+160.8	Very dense, orange-brown, silty fine to medium SAND, (SM), moist	70, 71	S-15	SPT	18	11 29 39	
+157.8	Hard, brown, fine sandy SILT, some clay, (ML), moist	75, 76	S-16	SPT	18	7 11 23	
	Very stiff, brown, fine sandy SILT, some clay, (ML), moist	80	S-17	SPT	18	3 15 24	
+150.1	Dense, brown, silty fine to medium SAND, (SM), moist	81					
	Very dense, orange-brown, silty fine to medium SAND, (SM), moist	85	S-18	SPT	18	23 43 22	
+144.6	Hard, brown, CLAY, some fine sand, some silt, (CL), moist	86					
	Hard, brown, CLAY, some fine sand, some silt, (CL), moist	90, 91	S-19	SPT	18	6 13 18	
+137.8		93					

Depth Scale: 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95

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Log of Boring **LB-4** Sheet 5 of 5

Project	Project No.
Los Angeles Football Club Freeway Signs	700042204
Location	**Elevation and Datum**
1320 W 12th Place, Los Angeles, CA	Approx. 230.8 ft NAVD 88

Elev. (ft)	Sample Description	Depth Scale	Sample Data: Number	Type	Recov. (in)	Penetr. resist BL/6in	Remarks (Drilling Fluid, Depth of Casing, Fluid Loss, Drilling Resistance, etc.)
+135.8	Very dense, tan, silty fine to coarse SAND, trace clay, trace fine gravel, (SM), moist	95	S-20	SPT	17	24 43 50/5"	
		96					
		97					
		98					
		99					
	Very dense, tan-brown, fine to coarse SAND, trace fine gravel, some silt, (SM), dry	100	S-21	SPT	18	37 46 48	
+129.3		101					
	End boring at approximately 101.5 feet No ground water encountered Boring backfilled with bentonite/grout and surface patched with quick-dry concrete.	102					
		103					
		104					
		105					
		106					
		107					
		108					
		109					
		110					
		111					
		112					
		113					
		114					
		115					
		116					
		117					
		118					
		119					
		120					

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WATER CONTENT TESTS

PROJECT Langan # 700042204 **JOB NO.** 2012-0057 **BY** LD **DATE** 06/14/17

Sample No.	LB-1 / S-12	LB-2 / S-11	LB-3 / S-9	LB-3 / S-16	LB-4 / S-10B			
Depth (ft)								
Testing								
Soil Type	Brown, Clay some Silt	Brown, Silt	Brown, Clay	Brown, Clay	Brown, Silty Clay			
Wet+Tare								
No. Ring								
Wet Weight								
Dry Weight								
Wet density								
% Water	19.3	21.7	15.1	19.7	15.9			
Dry Density								
O.B.Press(psf)								
Sample No.								
Depth (ft)								
Testing								
Soil Type								
Wet+Tare								
No. Ring								
Wet Weight								
Dry Weight								
Wet density								
% Water								
Dry Density								
O.B.Press(psf)								

Geo-Logic ASSOCIATES

WASH #200 SIEVE - ASTM D 1140-92

Job Name	Langan # 700042204	Date	6-15-17
Job No.	2012-0057	By	LD

Sample	LB2 / S10	**Sample**	LB3 /S4	**Sample**	LB3 / S7
Soil Type		Soil Type		Soil Type	
% water	10.6	% water	3.9	% water	20.1
Wet weight	198.1	Wet weight	334.8	Wet weight	235.6
Dry weight	179.1	Dry weight	322.2	Dry weight	196.2
+ 200 sieve	95.1	+ 200 sieve	268.4	+ 200 sieve	83.9
% Retained	53.1	% Retained	83.3	% Retained	42.8
%Pass. #200	**47**	**%Pass. #200**	**17**	**%Pass. #200**	**57**

Sample	LB3 / S10	**Sample**	LB3 / S14	**Sample**	LB4 / S12
Soil Type		Soil Type		Soil Type	
% water	13.9	% water	21.5	% water	4.3
Wet weight	254.9	Wet weight	202.8	Wet weight	249.3
Dry weight	223.8	Dry weight	166.9	Dry weight	239.0
+ 200 sieve	124.2	+ 200 sieve	76.8	+ 200 sieve	199.2
% Retained	55.5	% Retained	46.0	% Retained	83.3
%Pass. #200	**45**	**%Pass. #200**	**54**	**%Pass. #200**	**17**

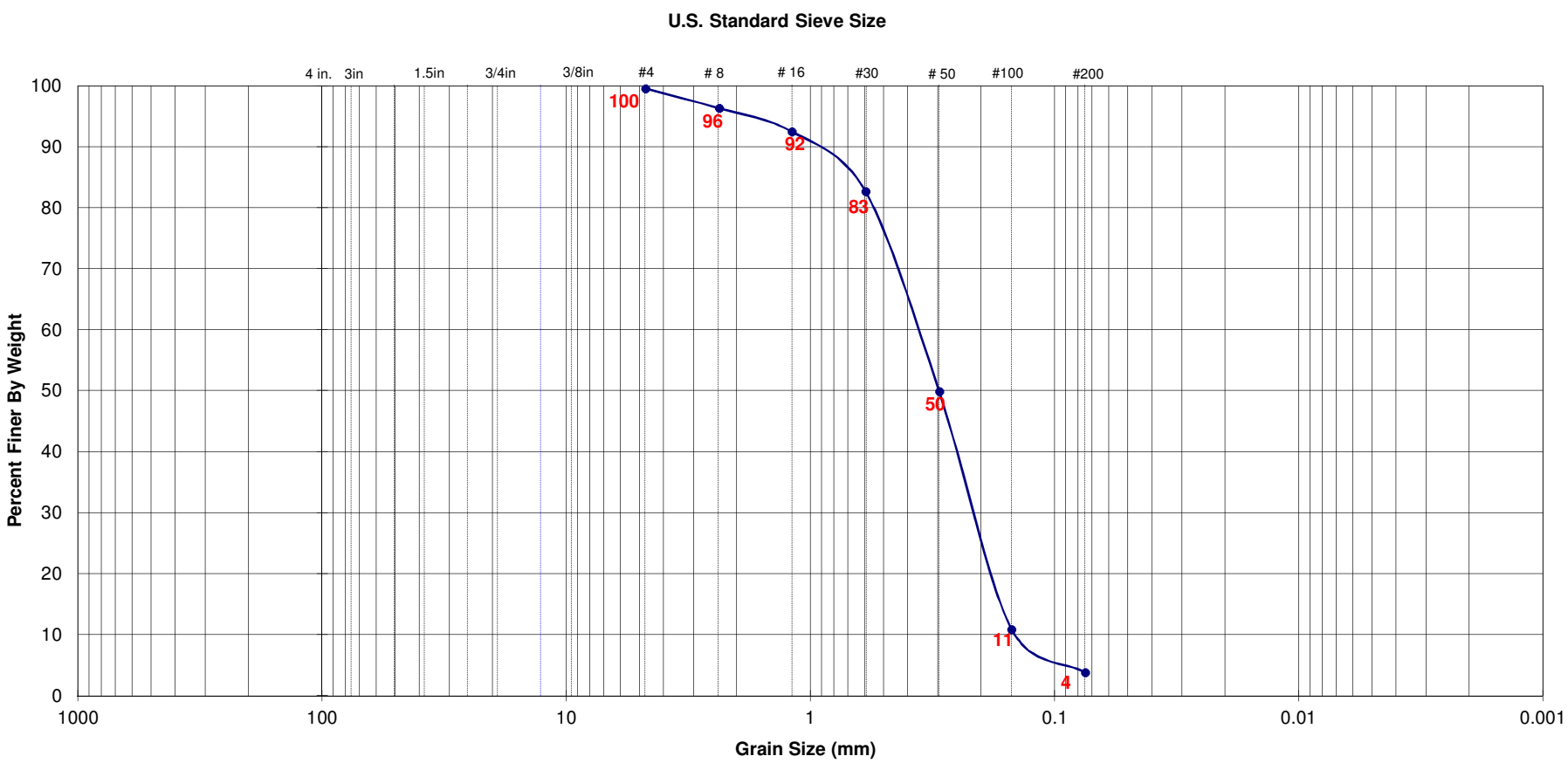
Sample		**Sample**		**Sample**	
Soil Type		Soil Type		Soil Type	
% water		% water		% water	
Wet weight		Wet weight		Wet weight	
Dry weight		Dry weight		Dry weight	
+ 200 sieve		+ 200 sieve		+ 200 sieve	
% Retained		% Retained		% Retained	
%Pass. #200		**%Pass. #200**		**%Pass. #200**	

Sample		**Sample**		**Sample**	
Soil Type		Soil Type		Soil Type	
% water		% water		% water	
Wet weight		Wet weight		Wet weight	
Dry weight		Dry weight		Dry weight	
+ 200 sieve		+ 200 sieve		+ 200 sieve	
% Retained		% Retained		% Retained	
%Pass. #200		**%Pass. #200**		**%Pass. #200**	

Geo-Logic ASSOCIATES

GRAIN SIZE ANALYSIS - ASTM D 422

Date: 6/14/17



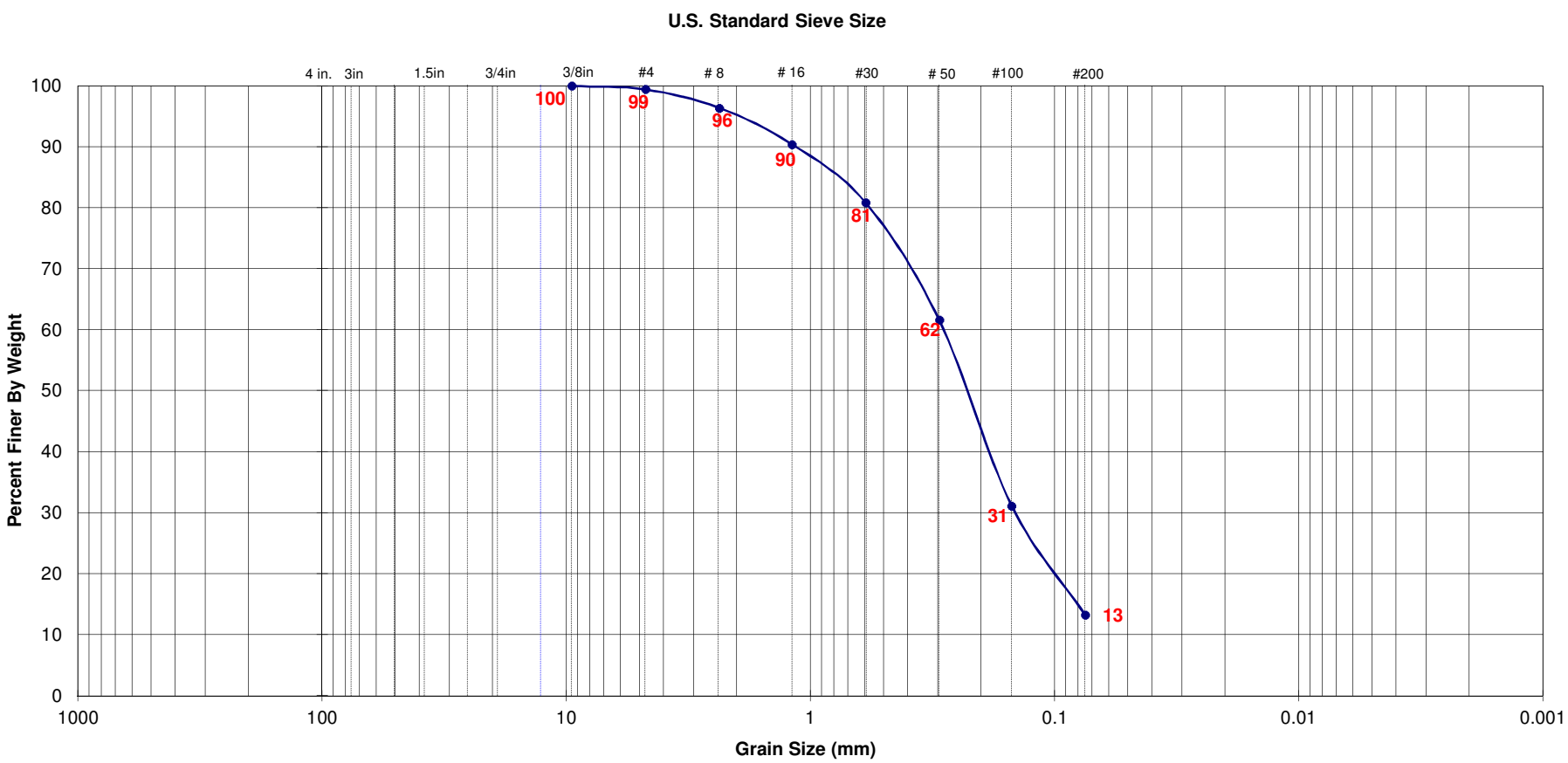
Boring / Sample No.	Initial Dry Density (pcf)	Initial Moist. (%)	Test Dry Density (pcf)	Test Moist. (%)	Permeabilty, k (cm/sec)	LL	PL	PI	Unified Soil Class.	Description
LB-1 / S-3									SP	Sand

Geo-Logic ASSOCIATES

GRAIN SIZE ANALYSIS - ASTM D 422

Job No. 2012-0057

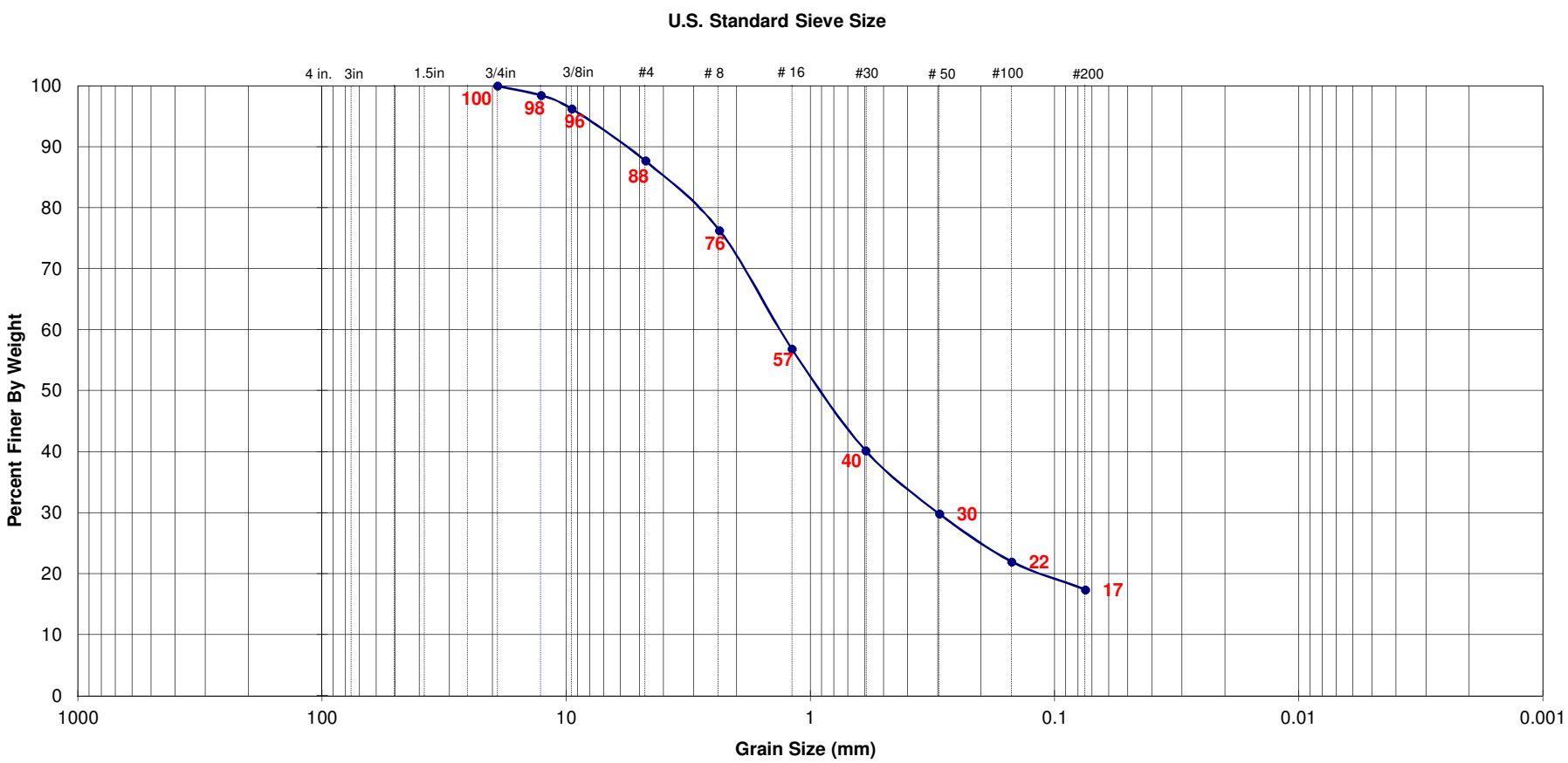
Date: 6/14/17



Boring / Sample No.	Initial Dry Density (pcf)	Initial Moist. (%)	Test Dry Density (pcf)	Test Moist. (%)	Permeabilty, k (cm/sec)	LL	PL	PI	Unified Soil Class.	Description
LB-2 / S-5									SM	Silty Sand

Geo-Logic ASSOCIATES

Date: 6/14/17



Boring / Sample No.	Initial Dry Density (pcf)	Initial Moist. (%)	Test Dry Density (pcf)	Test Moist. (%)	Permeabilty, k (cm/sec)	LL	PL	PI	Unified Soil Class.	Description
LB-4 / S-5									SM	Silty Sand w. Gravel

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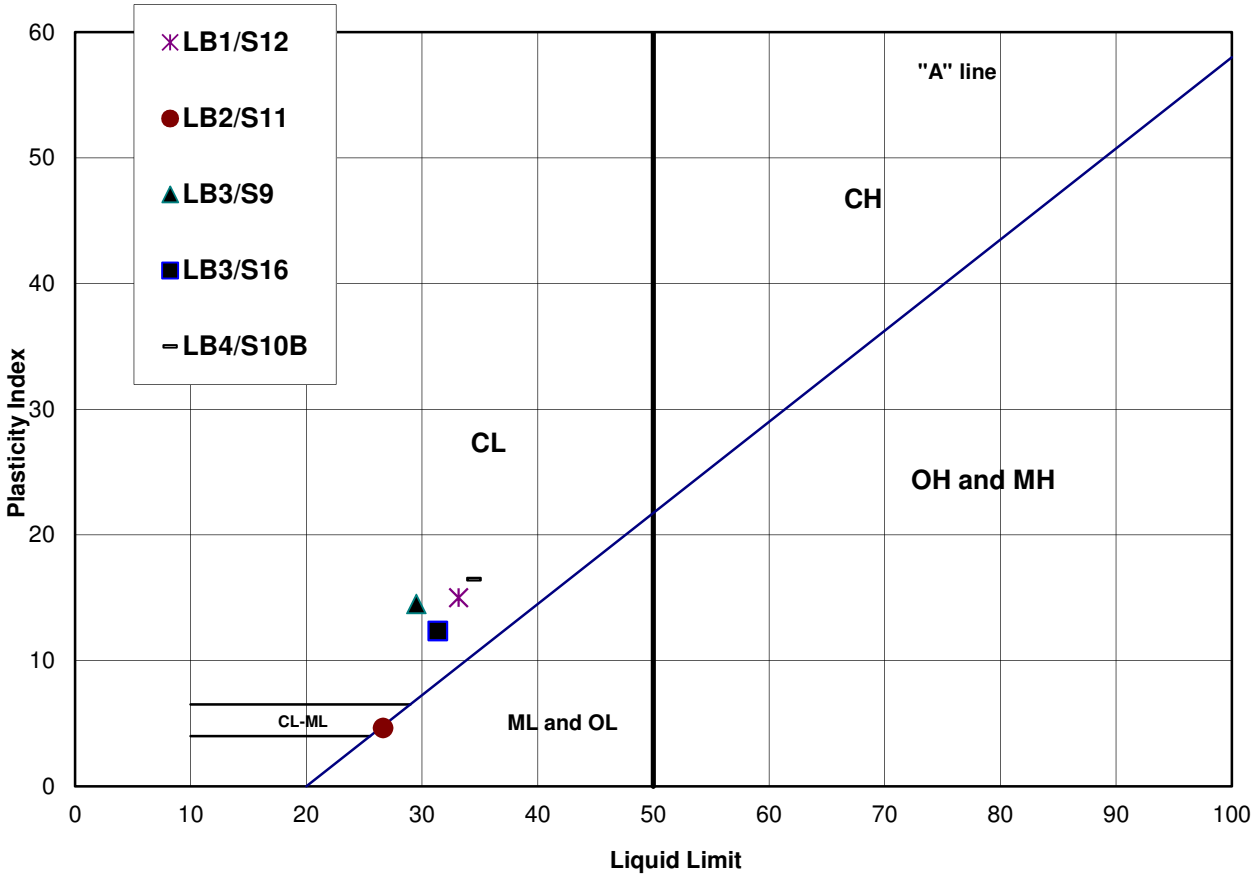
PLASTICITY INDEX _ ASTM D4318



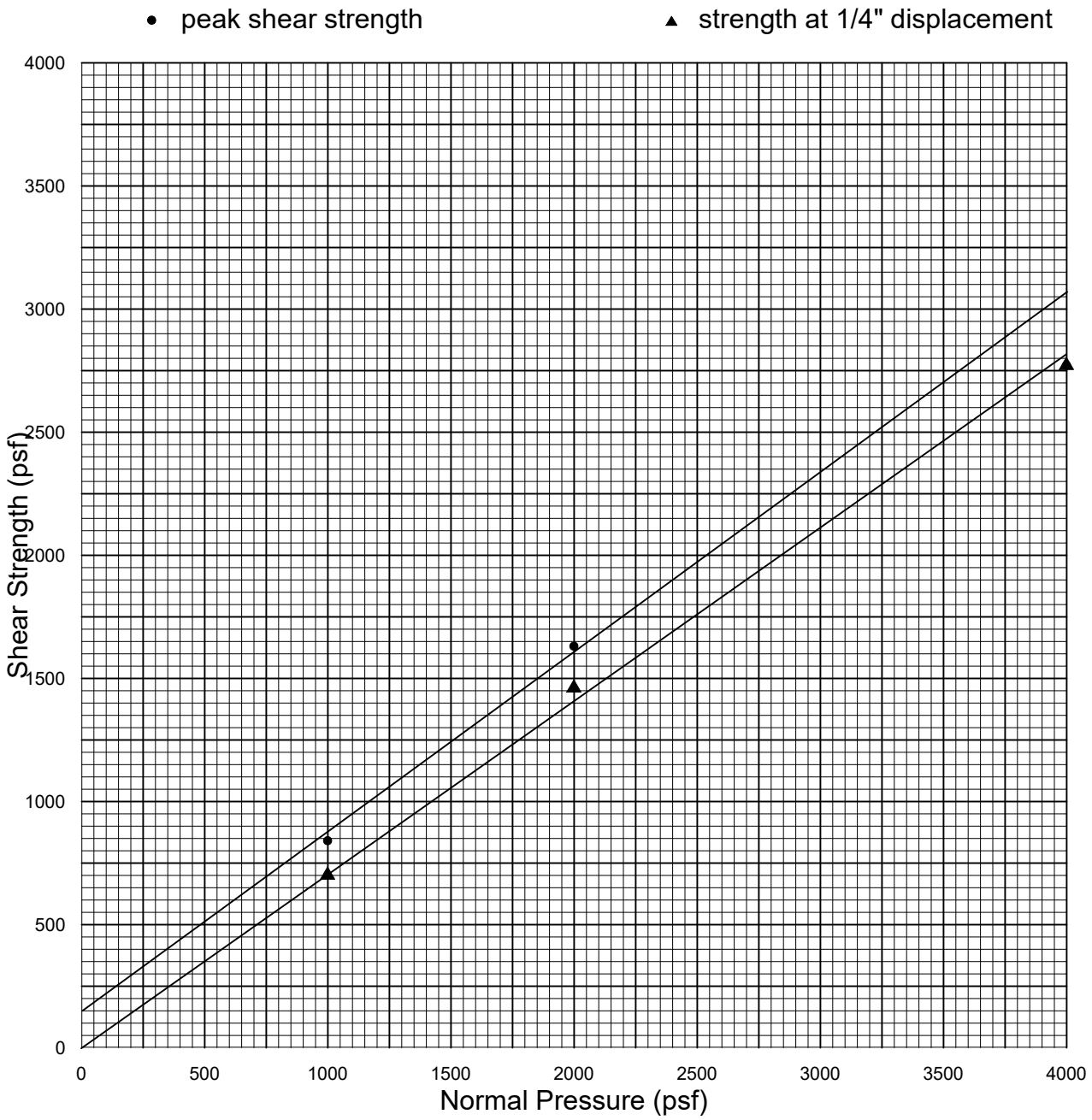
Sample	Depth	LL	PL	PI	USCS	Material Description
LB1/S12	50' - 51.5'	33	18	15	CL	
LB2/S11	50' - 51.5'	27	22	5	ML	
LB3/S9	40' - 41.5'	30	15	15	CL	
LB3/S16	75' - 76.5'	31	19	12	CL	
LB4/S10B	46' - 46.5'	34	18	16	CL	

Job Name: Langan # 700042204 Date: 6/15/17

Job No.: 2012-0057

Geo-Logic ASSOCIATES

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

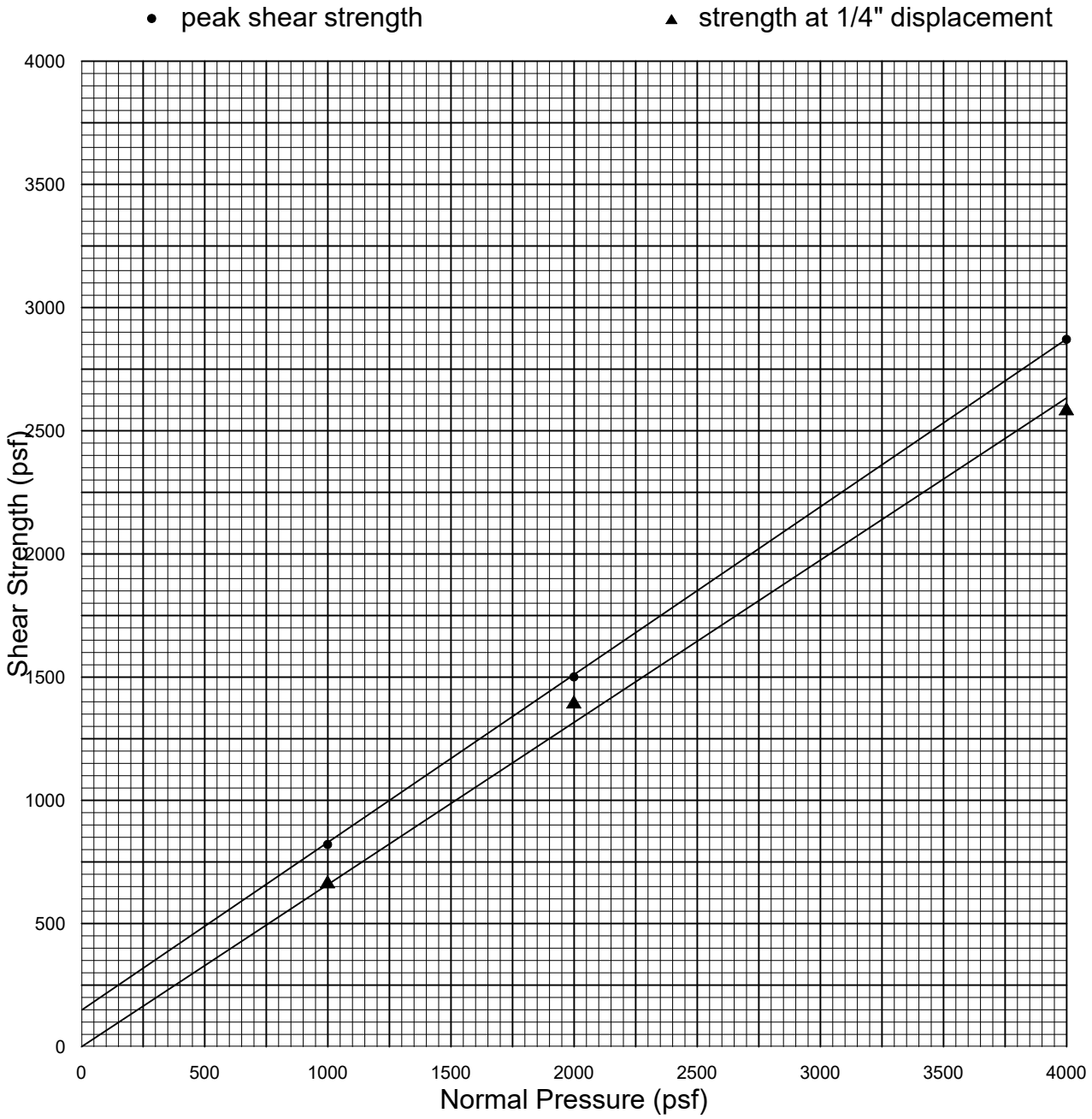
Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-1 / S-6	Undisturbed & Saturated	Silty Sand	111.1	5.2	18.9

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	840 @ 0.0705"	700
2000	1630 @ 0.1100"	1460
4000	2770 @ 0.1655"	2770
	C = 150 psf	C = 0 psf
	ϕ = 36 deg.	ϕ = 35 deg.

Date: 06-14-17

GeoLogic Associates

DIRECT SHEAR TEST - ASTM D-3080

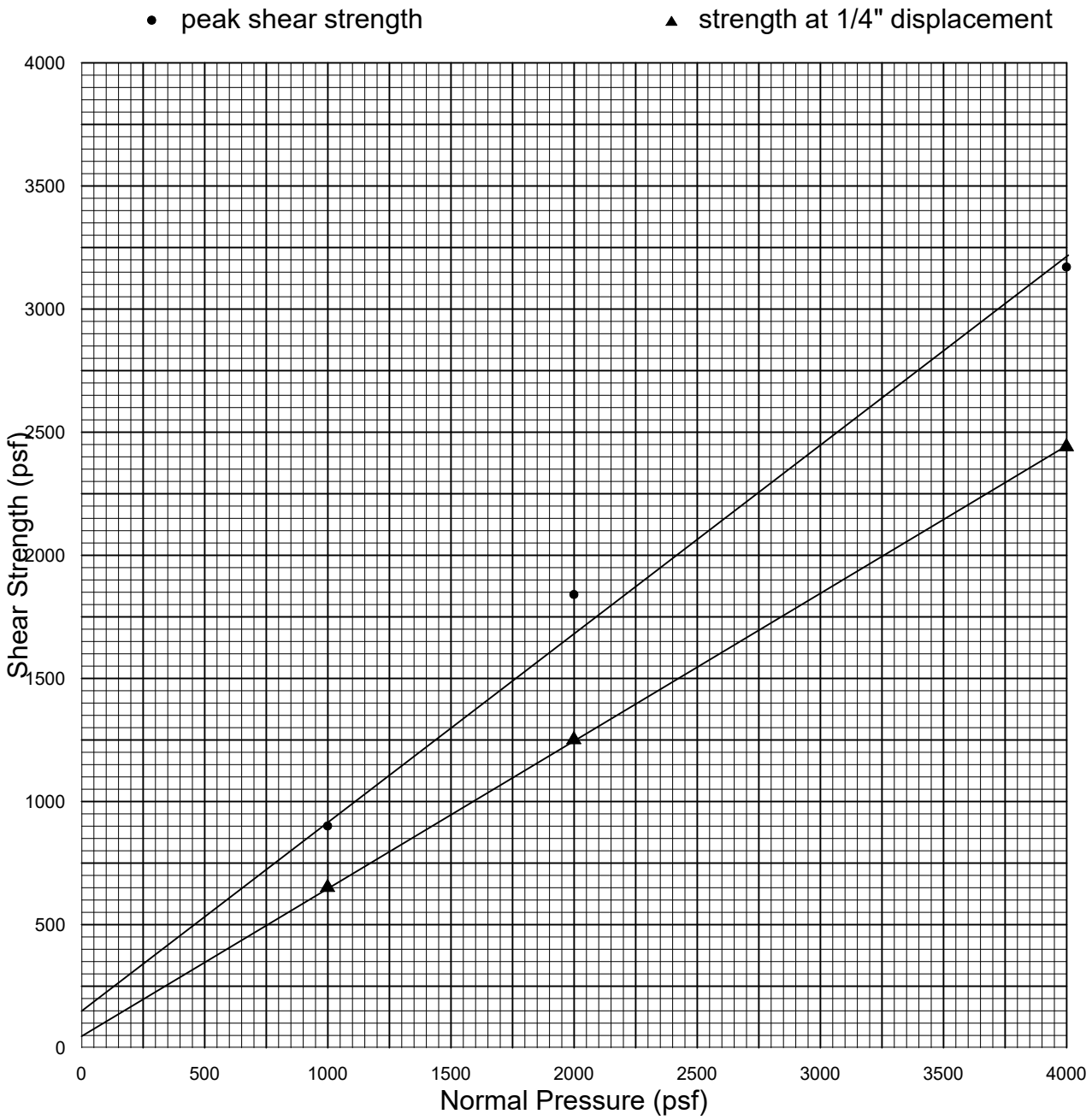


Strain Rate: 0.0084 in. / min.

Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-2 / S-4	Undisturbed & Saturated	Silty Sand	103.1	4.0	21.3

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	820 @ 0.0950"	660
2000	1500 @ 0.1550"	1390
4000	2870 @ 0.1550"	2580
	C = 150 psf	C = 0 psf
	ϕ = 34 deg.	ϕ = 33.7 deg.

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

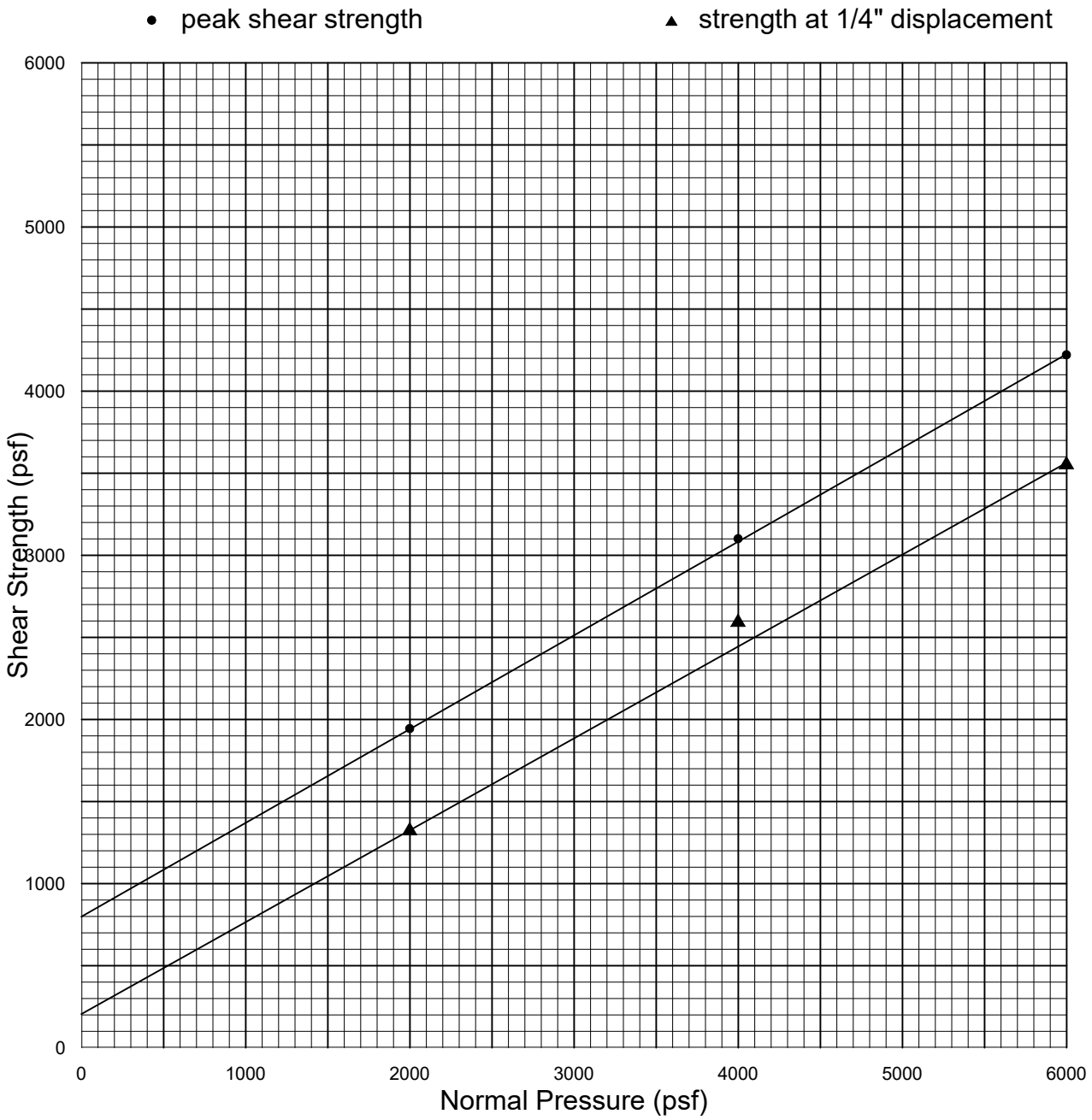
Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-3 / S-6	Undisturbed & Saturated	Silty Sand	107.9	8.7	20.5

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	900 @ 0.0750"	650
2000	1840 @ 0.1000"	1250
4000	3170 @ 0.1050"	2440
	C = 150 psf	C = 50 psf
	ϕ = 39 deg.	ϕ = 31 deg.

Date: 06-14-17

GeoLogic Associates

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0021 in. / min.

Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-4 / S-9	Undisturbed & Saturated	Silty Clay	114.5	17.2	18.4

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
2000	1940 @ 0.0750"	1320
4000	3100 @ 0.0800"	2590
6000	4220 @ 0.0850"	3550
	C = 800 psf	C = 200 psf
	ϕ = 30 deg.	ϕ = 30 deg.

Date: 06-14-17

GeoLogic Associates

SAMPLE NO.:	LB1 / B1	LB2 / B1 & S1	LB4 / S2		
DESCRIPTION	Silty Sand	Silty Sand	Silty Sand		
DIRECT SHEAR TEST (type)					
Initial Moisture Content %					
Dry Density (pcf)					
Normal Stress (psf)					
Peak Shear Stress (psf)					
Ultimate Shear Stress (psf)					
Cohesion (psf)					
Internal Friction Angle (degrees)					
EXPANSION TEST UBC STD 18-2					
Initial Dry Density (pcf)					
Initial Moisture Content %					
Final Moisture Content %					
Pressure (psf)					
Expansion Index Swell %					
CORROSIVITY TEST					
Resistivity (CTM643) (ohm-cm)	8000	5000	1400		
pH (CTM643)	7.2	6.5	7.4		
CHEMICAL TESTS					
Soluble Sulfate (CTM 417) (ppm)	76	171	121		
Chloride Content (CTM 422) (ppm)	56	160	44		
Wash #200 Sieve (ASTM-1140) %					
Sand Equivalent (ASTM D2419)					

Geo-Logic ASSOCIATES

Appendix E

Regulatory Database Reviews: 3912–3916 South Grand Avenue; 1320–1322 West 12th Place and 1315 West Pico Boulevard

Prepared by Converse Consultants

Converse Consultants
Geotechnical Engineering, Environmental and Groundwater Science, Inspection and Testing Services

August 30, 2018

Ms. Lauren Paull
Latham & Watkins, LLP
355 South Grand Avenue
Suite 100
Los Angeles, California 90071-1560

Subject: **REGULATORY DATABASE REVIEW**
3912-3916 South Grand Avenue
Los Angeles, California 90037
Converse Project No. 18-42-165-01

Ms. Paull:

Converse Consultants (Converse) has completed a *Regulatory Database Review* for the referenced property in accordance with our August 17, 2018 proposal.

According to information from Latham & Watkins, LLP, the purpose of this report is to determine potential environmental concerns at the Property prior to the construction of a proposed freeway sign. Construction at the Property will include a spread footing measuring approximately 40 feet by 40 feet and approximately 16 feet deep.

Summary of Findings

Converse has reviewed information that was obtained from a regulatory database report prepared specifically for the Property. The regulatory database report has followed the standard practices of American Society for Testing materials (ASTM) Phase I Environmental Site Assessment Process (Standard: E1527-13). A copy of the Environmental Data Resources (EDR) regulatory database report, dated August 21, 2018, is appended to the report.

The Property was identified on the following database in the regulatory database report:

- 1X Cal Trans at 3916 South Grand Avenue (EDR Site ID A1) was identified on the HAZNET (manifest) database for manifesting approximately 0.2424 tons of asbestos waste in 1993. The waste was disposed of under a manifest; therefore, this listing is not an environmental concern.

The adjoining properties were not identified on the regulatory database report.

MAILING ADDRESS: 717 South Myrtle Avenue, Monrovia, CA 91016
3176 Pullman Street, Suite 108, Costa Mesa, CA 92626
Telephone: (714) 444-9660 ♦ Facsimile: (714) 444-9640 ♦ e-mail: costamesa@converseconsultants.com

The following sites were located within a 300-foot radius of the Property; however, the exact location is unknown:

- Miller Eli at 3980 South Grand Avenue is located approximately 183 feet to the northwest (EDR Site ID A2) and was identified on the EDR Historical Cleaner database.
- Voight UK at 3968 South Grand Avenue is located approximately 183 feet to the north-northwest and was identified on the EDR Historical Auto Stations database.

Based on the lack of documented releases, these listings are not expected to represent an environmental concern to the Property.

The remainder of the listings are located more than 300 feet of the Property and/or have received a regulatory case closed status. Based on the distance and regulatory status, these sites are not expected to represent an environmental concern to the Property.
s
In addition to the regulatory database report, Converse has reviewed the following available online regulatory databases:

U.S. Department of Transportation, Pipeline and Hazardous Material Safety Administration (PHMSA)

PHMSA online mapping system for gas transmission pipelines or hazardous liquid pipelines in Los Angeles County was reviewed (https://www.npms.phmsa.dot.gov/default.htm). No pipelines are located on the Property or adjacent properties.

California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control (DTSC)

The Envirostor website (http://www.envirostor.dstc.ca.gov/public) was reviewed for information. The Property was not listed in the database.

Cal/EPA, Los Angeles Regional Water Quality Control Board (RWQCB)

The Geotracker website (http://geotracker.waterboards.ca.gov) was reviewed for information. The Property was not listed in the database.

California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR)

A review of DOGGR Online Mapping system (http://maps.conservation.ca.gov/doms/doms-app.html) was conducted.

According to the DOGGR Well Finder database, no oil or gas wells are located on the Property or adjacent properties.

South Coast Air Quality Management District (SCAQMD)

Records were reviewed on SCAQMD's online Facility Information Detail database (FINDs) database. The Property was not listed in the database.

City of Los Angeles Fire Department (LAFD), Hazardous and Underground Storage Tank (UST) Division

The LAFD website (http://www.lafd.org/fire-prevention/cupa/public-records) was reviewed for information. The Property was no listed in the databases provided for review by the LAFD.

Conclusions

Converse has performed a *Regulatory Database Review* for the Property at 3912-3916 South Grand Avenue in the City of Los Angeles, Los Angeles County, California. This assessment has revealed no evidence of *recognized environmental conditions* in connection to the *Property*.

Closure & Reliance

This report is for the sole benefit and exclusive use of Latham & Watkins, LLP and the Los Angeles Football Club (LAFC) in accordance with the terms and conditions attached to our proposal under which these services have been provided. Its preparation has been in accordance with generally accepted environmental practices. No other warranty, either express or implied, is made. The Scope of Services associated with the report was designed solely in accordance with the objectives, schedule, budget, and risk-management preferences of Latham & Watkins, LLP and LAFC.

This report should not be regarded as a guarantee that no further contamination, beyond that which could be detected within the scope of this assessment, is present at the Property. Converse makes no warranties or guarantees as to the accuracy or completeness of information provided or compiled by others. It is possible that information exists beyond the scope of this assessment. It is not possible to absolutely confirm that no hazardous materials and/or substances exist at the Property. If none are identified as part of a limited scope of work, such a conclusion should not be construed as a guaranteed absence of such materials, but merely the results of the

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evaluation of the property at the time of the assessment. Also, events may occur after the Property visit, which may result in contamination of the Property. Additional information, which was not found or available to Converse at the time of report preparation, may result in a modification of the conclusions and recommendations presented.

We appreciate the opportunity to be of service to you. If you should have any questions or comments regarding the contents of this letter, please contact Laura Tanaka at (714) 444-9660.

Sincerely,

CONVERSE CONSULTANTS

Sue Krobthong
Project Environmental Scientist

Laura Tanaka
Principal Environmental Scientist

Dist.: 1/Addressee via electronic mail

Attachments: EDR Radius Report

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3912 -3916 South Grand Avenue
3912 -3916 South Grand Avenue
Los Angeles, CA 90037

Inquiry Number: 5399859.2s
August 21, 2018

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

3912 -3916 SOUTH GRAND AVENUE
LOS ANGELES, CA 90037

COORDINATES

Latitude (North):	34.0130940 - 34˚ 0' 47.13''
Longitude (West):	118.2802280 - 118˚ 16' 48.82''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	381785.5
UTM Y (Meters):	3764152.2
Elevation:	183 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
South Map:	5640440 INGLEWOOD, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
3912 -3916 SOUTH GRAND AVENUE
LOS ANGELES, CA 90037

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	1X CAL TRANS	3916 S GRAND AVE	HAZNET		TP
A2	MILLER ELI	3980 S GRAND AVE	EDR Hist Cleaner	Higher	16, 0.003, NW
A3	VOIGHT U K	3968 S GRAND AVE	EDR Hist Auto	Higher	32, 0.006, NNW
4	SMITH H E	3970 S HILL ST	EDR Hist Auto	Lower	398, 0.075, South
B5	B J SPORTSWEAR	3838 S HILL ST	RCRA-SQG, FINDS, ECHO	Higher	461, 0.087, ENE
6	BONG MO JUNG	504 W SANTA BARBARA	HIST UST	Lower	520, 0.098, SSW
B7	HANNA BROS	3859 S BROADWAY	EDR Hist Auto	Higher	658, 0.125, East
C8	GUILD PRINTING COMP	3801 S GRAND AVE	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	669, 0.127, NNE
9	LA EXPOSITION PARK	3911 S FIGUERO ST	RCRA-SQG, FINDS, ECHO	Lower	725, 0.137, WNW
C10	RAINBOW GRAPHICS	386 W 38TH ST	RCRA-SQG, FINDS, ECHO	Higher	743, 0.141, NNE
D11	CHEVRON SS# 20-7494	4000 S FIGUEROA ST	UST	Lower	792, 0.150, SW
D12	CHEVRON 207669	4000 S FIGUEROA BLVD	RCRA-LQG, FINDS, ECHO	Lower	792, 0.150, SW
D13	ARCO #3000	504 MARTIN LUTHER KI	LUST, HIST CORTESE	Lower	832, 0.158, SW
D14	ATLANTIC RICHFIELD C	504 W MARTIN LUTHER	SWEEPS UST, CA FID UST	Lower	832, 0.158, SW
C15	BLADE GRAFIX	3748 S GRAND AVE	RCRA-SQG, FINDS, ECHO	Higher	845, 0.160, NNE
E16	CASTRO BODY & PAINT	4023 SOUTH BROADWAY	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	898, 0.170, SSE
F17	THE EMBROIDERY HOUSE	3818 S BROADWAY ST	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	916, 0.173, ENE
18	UNION 76	3820 S FIGUEROA ST	SWEEPS UST, CA FID UST	Lower	983, 0.186, NW
E19	COUTURE ROYAL CLEANE	4051 S BROADWAY	DRYCLEANERS	Lower	992, 0.188, SSE
F20	YOUNGER MFG	3780 S BROADWAY	RCRA-SQG, FINDS, ECHO	Higher	1128, 0.214, ENE
21	CHARLES C MOREY	4088 S FIGUEROA ST	SWEEPS UST, CA FID UST	Lower	1187, 0.225, SSW
22	YOUNGER MFG CO INC	3788 S BROADWAY PLAC	RCRA NonGen / NLR, FINDS, ECHO	Higher	1266, 0.240, East
23	PENNY RECYCLING #2	4157 S FIGUEROA ST	SWRCY	Lower	1723, 0.326, SSW
24	LEE AND SONS (HAULIN	4175 SO BROADWAY	LUST, HIST UST	Lower	1801, 0.341, SSE
25	SPYGLASS GOLF MAINTE	FIGUEROA ST	HIST CORTESE	Higher	1887, 0.357, NNW
26	UNOCAL #1868	4200 FIGUEROA ST	LUST, HIST CORTESE	Lower	1944, 0.368, SSW
27	CALIFORNIA FASHION I	MARTIN LUTHER KING B	ENVIROSTOR, SCH	Higher	1965, 0.372, ESE
28	CENTRAL LOS ANGELES	BROADWAY/GRAND AVE/3	ENVIROSTOR, SCH	Higher	2112, 0.400, NE
29	ACCELERATED CHARTER	3843-3859 WOODLAWN A	ENVIROSTOR, SCH	Higher	2119, 0.401, ESE
30	JEFFERSON NEW PRIMAR	MAPLE AVENUE/36TH ST	ENVIROSTOR, SCH	Higher	2828, 0.536, ENE
31	HERMETIC ASSOCIATED	150 EAST JEFFERSON B	ENVIROSTOR	Higher	3205, 0.607, ENE
32	JEFFERSON NEW ELEM S	416-460 MARTIN LUTHE	ENVIROSTOR, SCH	Higher	3925, 0.743, ESE
33	PROPOSED SOUTH REGIO	VERNON AVENUE BETWEE	ENVIROSTOR, SCH	Lower	4062, 0.769, SW
34	CRES #18, SITE 3 564	3109, 3113, 3115, 31	ENVIROSTOR, SCH	Higher	4169, 0.790, ENE
35	ALPHA POLISHING	951 W. VERNON AVENUE	ENVIROSTOR, SWEEPS UST, HIST UST, DEED, EMI, LA...	Lower	4254, 0.806, SW
36	JEFFERSON ELEMENTARY	MARTIN LUTHER KING J	ENVIROSTOR, SCH	Higher	4402, 0.834, East
37	MANUAL ARTS NEW PRIM	46TH STREET/SOUTH VE	ENVIROSTOR, SCH	Lower	5136, 0.973, SW
38	WEEMES ELEMENTARY SC	1201-1203, 1205, 120	ENVIROSTOR, SCH	Lower	5169, 0.979, NW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
1X CAL TRANS 3916 S GRAND AVE LOS ANGELES, CA 90037	HAZNET GEPAID: CAC000833888	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG ..... RCRA - Conditionally Exempt Small Quantity Generator

EXECUTIVE SUMMARY

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

Federal ERNS list

ERNS ..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
CPS-SLIC ..... Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
AST ..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS ..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ..... Waste Management Unit Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register

EXECUTIVE SUMMARY

AOCONCERN	San Gabriel Valley Areas of Concern
HIST Cal-Sites	Historical Calsites Database
SCH	School Property Evaluation Program
CDL	Clandestine Drug Labs
Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register
CERS HAZ WASTE	CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program

UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
ECHO	Enforcement & Compliance History Information
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
CERS	CERS
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
CIWQS	California Integrated Water Quality System
UIC GEO	UIC GEO (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List

EXECUTIVE SUMMARY

RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON 207669	***4000 S FIGUEROA BLVD***	***SW 1/8 - 1/4 (0.150 mi.)***	***D12***	***19***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 8 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
B J SPORTSWEAR	***3838 S HILL ST***	***ENE 0 - 1/8 (0.087 mi.)***	***B5***	***9***
GUILD PRINTING COMP	***3801 S GRAND AVE***	***NNE 1/8 - 1/4 (0.127 mi.)***	***C8***	***12***
RAINBOW GRAPHICS	***386 W 38TH ST***	***NNE 1/8 - 1/4 (0.141 mi.)***	***C10***	***17***
BLADE GRAFIX	***3748 S GRAND AVE***	***NNE 1/8 - 1/4 (0.160 mi.)***	***C15***	***25***
THE EMBROIDERY HOUSE	***3818 S BROADWAY ST***	***ENE 1/8 - 1/4 (0.173 mi.)***	***F17***	***28***
YOUNGER MFG	***3780 S BROADWAY***	***ENE 1/8 - 1/4 (0.214 mi.)***	***F20***	***33***

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA EXPOSITION PARK	***3911 S FIGUERO ST***	***WNW 1/8 - 1/4 (0.137 mi.)***	***9***	***15***
CASTRO BODY & PAINT	***4023 SOUTH BROADWAY***	***SSE 1/8 - 1/4 (0.170 mi.)***	***E16***	***26***

EXECUTIVE SUMMARY

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 04/30/2018 has revealed that there are 12 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CALIFORNIA FASHION I Facility Id: 19890014 Status: Certified	***MARTIN LUTHER KING B***	***ESE 1/4 - 1/2 (0.372 mi.)***	***27***	***43***
CENTRAL LOS ANGELES Facility Id: 19390058 Status: Certified	***BROADWAY/GRAND AVE/3***	***NE 1/4 - 1/2 (0.400 mi.)***	***28***	***46***
ACCELERATED CHARTER Facility Id: 60001649 Status: No Further Action	***3843-3859 WOODLAWN A***	***ESE 1/4 - 1/2 (0.401 mi.)***	***29***	***54***
JEFFERSON NEW PRIMAR Facility Id: 19880032 Facility Id: 19880055 Status: No Further Action Status: Inactive - Action Required	***MAPLE AVENUE/36TH ST***	***ENE 1/2 - 1 (0.536 mi.)***	***30***	***58***
HERMETIC ASSOCIATED Facility Id: 19350289 Status: Refer: Other Agency	150 EAST JEFFERSON B	ENE 1/2 - 1 (0.607 mi.)	31	63
JEFFERSON NEW ELEM S Facility Id: 19820100 Status: No Action Required	***416-460 MARTIN LUTHE***	***ESE 1/2 - 1 (0.743 mi.)***	***32***	***64***
CRES #18, SITE 3 564 Facility Id: 60000080 Status: Certified	***3109, 3113, 3115, 31***	***ENE 1/2 - 1 (0.790 mi.)***	***34***	***72***
JEFFERSON ELEMENTARY Facility Id: 19880018 Status: Certified	***MARTIN LUTHER KING J***	***E 1/2 - 1 (0.834 mi.)***	***36***	***85***

Lower Elevation	Address	Direction / Distance	Map ID	Page
PROPOSED SOUTH REGIO Facility Id: 60000890 Status: Certified	***VERNON AVENUE BETWEE***	***SW 1/2 - 1 (0.769 mi.)***	***33***	***67***
ALPHA POLISHING Facility Id: 19340667	***951 W. VERNON AVENUE***	***SW 1/2 - 1 (0.806 mi.)***	***35***	***77***

Facility Id: 71002760
Status: Refer: Other Agency
Status: Certified O&M - Land Use Restrictions Only

MANUAL ARTS NEW PRIM	***46TH STREET/SOUTH VE***	***SW 1/2 - 1 (0.973 mi.)***	***37***	***90***

Facility Id: 19390059
Status: No Further Action

WEEMES ELEMENTARY SC	***1201-1203, 1205, 120***	***NW 1/2 - 1 (0.979 mi.)***	***38***	***93***

Facility Id: 19880015
Status: Certified

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #3000	***504 MARTIN LUTHER KI***	***SW 1/8 - 1/4 (0.158 mi.)***	***D13***	***21***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Facility Id: 900370016
Status: Case Closed
Global Id: T0603700904
Global ID: T0603700904

LEE AND SONS (HAULIN	***4175 SO BROADWAY***	***SSE 1/4 - 1/2 (0.341 mi.)***	***24***	***37***

Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Global Id: T0603744874

UNOCAL #1868	***4200 FIGUEROA ST***	***SSW 1/4 - 1/2 (0.368 mi.)***	***26***	***40***

Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Facility Id: 900370070
Status: Case Closed
Global Id: T0603700910
Global ID: T0603700910

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there is 1 UST site within

approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON SS# 20-7494 Database: UST, Date of Government Version: 06/11/2018 Facility Id: FA0031153 Facility Id: 24116	4000 S FIGUEROA ST	SW 1/8 - 1/4 (0.150 mi.)	D11	18

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 06/11/2018 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PENNY RECYCLING #2 Cert Id: RC12221	4157 S FIGUEROA ST	SSW 1/4 - 1/2 (0.326 mi.)	23	37

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ATLANTIC RICHFIELD C Comp Number: 4470	***504 W MARTIN LUTHER***	***SW 1/8 - 1/4 (0.158 mi.)***	***D14***	***24***
UNION 76 Comp Number: 5539	***3820 S FIGUEROA ST***	***NW 1/8 - 1/4 (0.186 mi.)***	***18***	***31***
CHARLES C MOREY Comp Number: 4800	***4088 S FIGUEROA ST***	***SSW 1/8 - 1/4 (0.225 mi.)***	***21***	***34***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BONG MO JUNG	504 W SANTA BARBARA	SSW 0 - 1/8 (0.098 mi.)	6	10

Facility Id: 00000026704

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 3 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ATLANTIC RICHFIELD C Facility Id: 19003279 Status: I	***504 W MARTIN LUTHER***	***SW 1/8 - 1/4 (0.158 mi.)***	***D14***	***24***
UNION 76 Facility Id: 19056075 Status: A	***3820 S FIGUEROA ST***	***NW 1/8 - 1/4 (0.186 mi.)***	***18***	***31***
CHARLES C MOREY Facility Id: 19039136 Status: A	***4088 S FIGUEROA ST***	***SSW 1/8 - 1/4 (0.225 mi.)***	***21***	***34***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YOUNGER MFG CO INC	***3788 S BROADWAY PLAC***	***E 1/8 - 1/4 (0.240 mi.)***	***22***	***35***

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
COUTURE ROYAL CLEANE Database: DRYCLEANERS, Date of Government Version: 05/31/2018 EPA Id: CAL000419471	4051 S BROADWAY	SSE 1/8 - 1/4 (0.188 mi.)	E19	32

EXECUTIVE SUMMARY

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPYGLASS GOLF MAINTE Reg Id: 3015	FIGUEROA ST	NNW 1/4 - 1/2 (0.357 mi.)	25	40

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO #3000 Reg Id: 900370016	***504 MARTIN LUTHER KI***	***SW 1/8 - 1/4 (0.158 mi.)***	***D13***	***21***
UNOCAL #1868 Reg Id: 900370070	***4200 FIGUEROA ST***	***SSW 1/4 - 1/2 (0.368 mi.)***	***26***	***40***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 3 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VOIGHT U K	3968 S GRAND AVE	NNW 0 - 1/8 (0.006 mi.)	A3	8
HANNA BROS	3859 S BROADWAY	E 0 - 1/8 (0.125 mi.)	B7	11

Lower Elevation	Address	Direction / Distance	Map ID	Page
SMITH H E	3970 S HILL ST	S 0 - 1/8 (0.075 mi.)	4	9

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and

operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

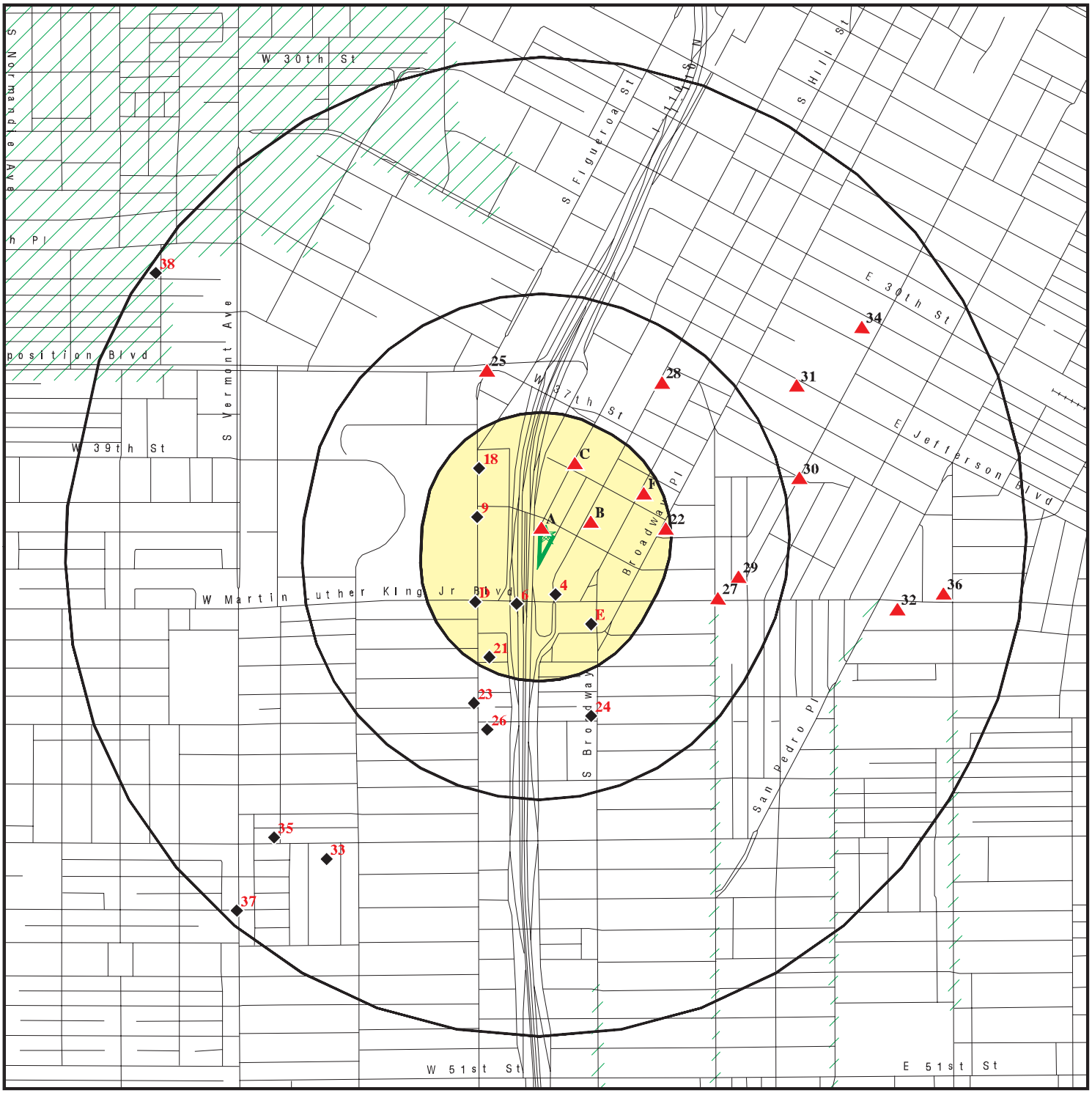
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MILLER ELI	3980 S GRAND AVE	NW 0 - 1/8 (0.003 mi.)	A2	8

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
MOM'S CLEANERS	DRYCLEANERS
MOM'S CLEANERS	DRYCLEANERS
MOM'S CLEANERS, YOUN KI KWAK	DRYCLEANERS

OVERVIEW MAP - 5399859.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

Upgradient Area

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 3912 -3916 South Grand Avenue	CLIENT: Converse Consult Inland Empire
ADDRESS: 3912 -3916 South Grand Avenue Los Angeles CA 90037	CONTACT: Sue Krobthong INQUIRY #: 5399859.2s
LAT/LONG: 34.013094 / 118.280228	DATE: August 21, 2018 1:27 pm

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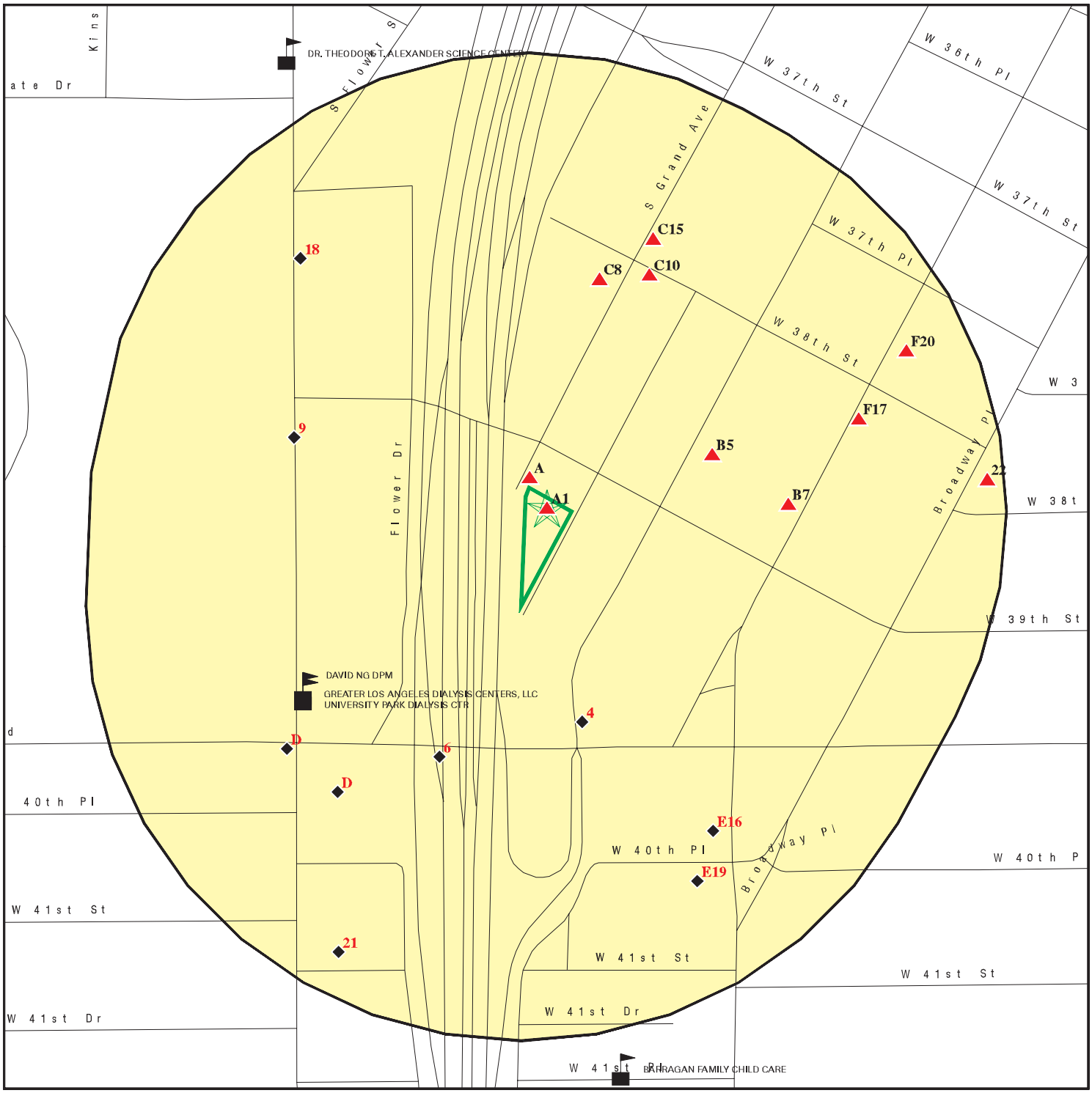
DETAIL MAP - 5399859.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

100-year flood zone

500-year flood zone

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 3912 -3916 South Grand Avenue	CLIENT: Converse Consult Inland Empire
ADDRESS: 3912 -3916 South Grand Avenue Los Angeles CA 90037	CONTACT: Sue Krobthong
LAT/LONG: 34.013094 / 118.280228	INQUIRY #: 5399859.2s
	DATE: August 21, 2018 1:32 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		1	7	NR	NR	NR	8
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	3	9	NR	12
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	1	2	NR	NR	3

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	1	NR	NR	1
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	3	NR	NR	NR	3
HIST UST	0.250		1	0	NR	NR	NR	1
CA FID UST	0.250		0	3	NR	NR	NR	3
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001	1	0	NR	NR	NR	NR	1
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	1	2	NR	NR	3
LOS ANGELES CO. HMS	0.001		0	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		3	NR	NR	NR	NR	3
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		1	6	19	8	9	0	43

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property | **1X CAL TRANS** | **HAZNET** | **S112846749**
3916 S GRAND AVE | **N/A**
LOS ANGELES, CA 90037

Site 1 of 3 in cluster A

Actual: 183 ft.

HAZNET:

envid:	S112846749
Year:	1993
GEPAID:	CAC000833888
Contact:	CAL TRANS
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	120 S SPRING ST
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Not reported
TSD EPA ID:	CAD067786749
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	0.2424
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

A2 NW < 1/8 0.003 mi. 16 ft. | **MILLER ELI** | **EDR Hist Cleaner** | **1009192978**
3980 S GRAND AVE | **N/A**
LOS ANGELES, CA

Site 2 of 3 in cluster A

Relative: Higher

EDR Hist Cleaner

Actual: 183 ft.

Year:	Name:	Type:
1937	MILLER ELI	CLOTHES PRESSERS AND CLEANERS

A3 NNW < 1/8 0.006 mi. 32 ft. | **VOIGHT U K** | **EDR Hist Auto** | **1009079268**
3968 S GRAND AVE | **N/A**
LOS ANGELES, CA

Site 3 of 3 in cluster A

Relative: Higher

EDR Hist Auto

Actual: 183 ft.

Year:	Name:	Type:
1929	VOIGHT U K	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1937	ECKRE CARL	AUTOMOBILE REPAIRING
1942	ECKRE C W	AUTOMOBILE REPAIRING

4
South
< 1/8
0.075 mi.
398 ft.

SMITH H E
3970 S HILL ST
LOS ANGELES, CA

EDR Hist Auto **1009083818**
N/A

Relative:
Lower

Actual:
181 ft.

EDR Hist Auto

Year:	Name:	Type:
1942	SMITH H E	GASOLINE AND OIL SERVICE STATIONS

B5
ENE
< 1/8
0.087 mi.
461 ft.

B J SPORTSWEAR
3838 S HILL ST
LOS ANGELES, CA 90007

RCRA-SQG **1000820282**
FINDS **CAD983663162**
ECHO

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
184 ft.

RCRA-SQG:

Date form received by agency:	03/26/1993
Facility name:	B J SPORTSWEAR
Facility address:	3838 S HILL ST LOS ANGELES, CA 90007
EPA ID:	CAD983663162
Mailing address:	S HILL ST LOS ANGELES, CA 90007
Contact:	CHONG MIN
Contact address:	3838 S HILL ST LOS ANGELES, CA 90007
Contact country:	US
Contact telephone:	213-234-8244
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	B J SPORTSWEAR
Owner/operator address:	3838 S HILL ST LOS ANGELES, CA 90007
Owner/operator country:	Not reported
Owner/operator telephone:	213-234-8244
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No

B J SPORTSWEAR (Continued) **1000820282**

Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002895458

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000820282
Registry ID: 110002895458
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002895458

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6 SSW < 1/8 0.098 mi. 520 ft. | **BONG MO JUNG** | **HIST UST** | **U001561449**
504 W SANTA BARBARA AVE | **N/A**
LOS ANGELES, CA 90037

Relative: Lower
Actual: 181 ft.

HIST UST:
File Number: 00026492
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026492.pdf
Region: STATE
Facility ID: 00000026704
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 0000000000
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Owner Address: 515 SOUTH FLOWER STREET
Owner City,St,Zip: LOS ANGELES, CA 90071
Total Tanks: 0005

Tank Num: 001
Container Num: 0000000001
Year Installed: 1967
Tank Capacity: 00006000

BONG MO JUNG (Continued) **U001561449**

Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	002
Container Num:	0000000002
Year Installed:	1967
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	003
Container Num:	0000000003
Year Installed:	1967
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	004
Container Num:	0000000004
Year Installed:	1967
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	0000240
Leak Detection:	Stock Inventor, 10
Tank Num:	005
Container Num:	0000000005
Year Installed:	1967
Tank Capacity:	00000280
Tank Used for:	PRODUCT
Type of Fuel:	WASTE OIL
Container Construction Thickness:	0000093
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

B7 **HANNA BROS** **EDR Hist Auto** **1020843815**
East **3859 S BROADWAY** **N/A**
< 1/8 **LOS ANGELES, CA 90037**
0.125 mi.
658 ft. **Site 2 of 2 in cluster B**

Relative: EDR Hist Auto
Higher

Actual:
186 ft.

Year:	Name:	Type:
1969	HANNA BROS	Gasoline Service Stations
1970	HANNA BROS	Gasoline Service Stations
1971	HANNA BROS	Gasoline Service Stations
1989	SALS MECHANIC	General Automotive Repair Shops
1990	SALS MECHANIC	General Automotive Repair Shops

C8 NNE 1/8-1/4 0.127 mi. 669 ft. | **GUILD PRINTING COMP INC**
3801 S GRAND AVE
LOS ANGELES, CA 90037

Site 1 of 3 in cluster C

RCRA-SQG FINDS ECHO HAZNET | **1000278419 CAD981641285**

Relative: Higher

Actual: 199 ft.

RCRA-SQG:

Date form received by agency:	01/07/1987
Facility name:	GUILD PRINTING COMP INC
Facility address:	3801 S GRAND AVE LOS ANGELES, CA 90037
EPA ID:	CAD981641285
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3801 S GRAND AVE LOS ANGELES, CA 90037
Contact country:	US
Contact telephone:	213-746-1366
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	BABICK RONALD D
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No

GUILD PRINTING COMP INC (Continued) **1000278419**

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002735773

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000278419
Registry ID: 110002735773
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002735773

HAZNET:
envid: 1000278419
Year: 2001
GEPAID: CAD981641285
Contact: EUGENE M WILLIAMS JR PRESIDENT
Telephone: 2137461366
Mailing Name: Not reported
Mailing Address: 3801 S GRAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900371311
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Transfer Station
Tons: 0.45
Cat Decode: Not reported
Method Decode: Not reported

GUILD PRINTING COMP INC (Continued) **1000278419**

Facility County: Los Angeles

envid: 1000278419
Year: 2001
GEPAID: CAD981641285
Contact: EUGENE M WILLIAMS JR PRESIDENT
Telephone: 2137461366
Mailing Name: Not reported
Mailing Address: 3801 S GRAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900371311
Gen County: Not reported
TSD EPA ID: ILR000038067
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 0.22
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000278419
Year: 2000
GEPAID: CAD981641285
Contact: EUGENE M WILLIAMS JR PRESIDENT
Telephone: 2137461366
Mailing Name: Not reported
Mailing Address: 3801 S GRAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900371311
Gen County: Not reported
TSD EPA ID: ILR000038067
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: 0.45
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000278419
Year: 1998
GEPAID: CAD981641285
Contact: CORPORATION
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 3801 S GRAND AVE
Mailing City,St,Zip: LOS ANGELES, CA 900371311
Gen County: Not reported
TSD EPA ID: 0971255088
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Tons: .2293
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: 1000278419

GUILD PRINTING COMP INC (Continued) **1000278419**

Year:	1998
GEPAID:	CAD981641285
Contact:	CORPORATION
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	3801 S GRAND AVE
Mailing City,St,Zip:	LOS ANGELES, CA 900371311
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.0446
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

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9 **LA EXPOSITION PARK** **RCRA-SQG** **1000225908**
WNW **3911 S FIGUERO ST** **FINDS** **CAD981987688**
1/8-1/4 **LOS ANGELES, CA 90037** **ECHO**
0.137 mi.
725 ft.

Relative:
Lower

Actual:
176 ft.

RCRA-SQG:

Date form received by agency:	03/24/1987
Facility name:	LA EXPOSITION PARK
Facility address:	3911 S FIGUERO ST LOS ANGELES, CA 90037
EPA ID:	CAD981987688
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3911 S FIGUERO ST LOS ANGELES, CA 90037
Contact country:	US
Contact telephone:	213-485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

LA EXPOSITION PARK (Continued) **1000225908**

Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES CITY OF
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002766837

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000225908
Registry ID: 110002766837
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002766837

C10	**RAINBOW GRAPHICS**	**RCRA-SQG**	**1000307940**
NNE	**386 W 38TH ST**	**FINDS**	**CAD082184789**
1/8-1/4	**LOS ANGELES, CA 90037**	**ECHO**	
0.141 mi.			
743 ft.	**Site 2 of 3 in cluster C**		

Relative:
Higher

Actual:
196 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	RAINBOW GRAPHICS
Facility address:	386 W 38TH ST LOS ANGELES, CA 90037
EPA ID:	CAD082184789
Mailing address:	386 W THIRTY EIGHTH STREET LOS ANGELES, CA 90037
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	KEVIN MCCUE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

RAINBOW GRAPHICS (Continued) **1000307940**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	07/02/1980
Site name:	RAINBOW GRAPHICS
Classification:	Large Quantity Generator
Violation Status:	No violations found

FINDS:

Registry ID: 110002660754

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000307940
Registry ID:	110002660754
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002660754

D11 **CHEVRON SS# 20-7494** **UST** **U003982158**
SW **4000 S FIGUEROA ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90037**
0.150 mi.
792 ft. **Site 1 of 4 in cluster D**

Relative:
Lower

Actual:
180 ft.

UST:

Facility ID:	24116
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0120699
Longitude:	-118.280976
Facility ID:	FA0031153
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.01072

CHEVRON SS# 20-7494 (Continued) **U003982158**

Longitude: -118.28233

D12 SW 1/8-1/4 0.150 mi. 792 ft. **CHEVRON 207669 4000 S FIGUEROA BLVD LOS ANGELES, CA 90037** **RCRA-LQG FINDS ECHO** **1006805232 CAR000124925**

Site 2 of 4 in cluster D

Relative: Lower

Actual: 180 ft.

RCRA-LQG:

Date form received by agency:	02/19/2008
Facility name:	CHEVRON 207669
Facility address:	4000 S FIGUEROA BLVD. LOS ANGELES, CA 90037
EPA ID:	CAR000124925
Mailing address:	PO BOX 6004 SAN RAMON, CA 94583
Contact:	KATHY L NORRIS
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	925-842-5931
Contact email:	NAWTDESK@CHEVRON.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON PRODUCTS CO.
Owner/operator address:	PO BOX 6004 SAN RAMON, CA 94583
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	09/30/1998
Owner/Op end date:	Not reported

Owner/operator name:	CHEVRON PRODUCTS CO
Owner/operator address:	P O BOX 6004 SAN RAMON, CA 94583
Owner/operator country:	Not reported
Owner/operator telephone:	925-842-5931
Owner/operator email:	Not reported

CHEVRON 207669 (Continued) **1006805232**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CHEVRON PRODUCTS CO.
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 09/30/1998
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 06/17/2002
Site name: CHEVRON STATION NO 207669
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF

CHEVRON 207669 (Continued) **1006805232**

LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110013309302

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1006805232
Registry ID: 110013309302
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110013309302

D13 **ARCO #3000** **LUST** **S102424235**
SW **504 MARTIN LUTHER KING BLVD** **HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90037**
0.158 mi.
832 ft. **Site 3 of 4 in cluster D**

Relative:
Lower

Actual:
178 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700904
Global Id: T0603700904
Latitude: 34.0111264
Longitude: -118.2827985
Status: Completed - Case Closed
Status Date: 08/21/1996
Case Worker: YR

ARCO #3000 (Continued) **S102424235**

RB Case Number: 900370016
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700904
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700904
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700904
Action Type: Other
Date: 05/06/1991
Action: Leak Discovery

Global Id: T0603700904
Action Type: Other
Date: 04/13/1988
Action: Leak Reported

LUST:
Global Id: T0603700904
Status: Open - Case Begin Date
Status Date: 04/13/1988

Global Id: T0603700904
Status: Open - Site Assessment
Status Date: 05/10/1991

Global Id: T0603700904
Status: Completed - Case Closed
Status Date: 08/21/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles

ARCO #3000 (Continued) **S102424235**

Facility Id:	900370016	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700904	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	FIGUEROA	
Enforcement Type:	Not reported	
Date Leak Discovered:	5/6/1991	
Date Leak First Reported:		4/13/1988
Date Leak Record Entered:	4/13/1988	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/16/1996
Date the Case was Closed:		8/21/1996
How Leak Discovered:	OM	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5531.2876936843360948615437469
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		5/10/1991
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ARCO LEGAL	
RP Address:	1055 W 07TH ST.,P.O. BOX 2570, LOS ANGELES CA 90051	
Program:	LUST	
Lat/Long:	34.0109474 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	ASSIGNED CASE TO DK	

ARCO #3000 (Continued) **S102424235**

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900370016

D14
SW
1/8-1/4
0.158 mi.
832 ft.

ATLANTIC RICHFIELD CO., SOHNS ARCO 3000
504 W MARTIN LUTHER KING BLVD
LOS ANGELES, CA 90037

Site 4 of 4 in cluster D

SWEEPS UST **S101583291**
CA FID UST **N/A**

Relative:
Lower

Actual:
178 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4470
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19003279
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132315541
Mail To:	Not reported
Mailing Address:	17315 STUDEBAKER RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900370000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

C15 **NNE** **1/8-1/4** **0.160 mi.** **845 ft.**	**BLADE GRAFIX** **3748 S GRAND AVE** **LOS ANGELES, CA 90007** **Site 3 of 3 in cluster C**	**RCRA-SQG** **FINDS** **ECHO**	**1001111580** **CAR000011171**

Relative:
Higher

Actual:
197 ft.

RCRA-SQG:

Date form received by agency:	04/22/1996
Facility name:	BLADE GRAFIX
Facility address:	3748 S GRAND AVE LOS ANGELES, CA 90007
EPA ID:	CAR000011171
Mailing address:	S GRAND AVE LOS ANGELES, CA 90007
Contact:	RANDY MCBRIDE
Contact address:	3748 S GRAND AVE LOS ANGELES, CA 90007
Contact country:	US
Contact telephone:	213-746-3632
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	BLADE GRAFIX
Owner/operator address:	3748 S GRAND AVE LOS ANGELES, CA 90007
Owner/operator country:	Not reported
Owner/operator telephone:	213-746-3632
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

BLADE GRAFIX (Continued) **1001111580**

Violation Status: No violations found

FINDS:

Registry ID: 110002911500

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1001111580
Registry ID: 110002911500
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002911500

E16 **CASTRO BODY & PAINT SHOP** **RCRA-SQG** **1000419888**
SSE **4023 SOUTH BROADWAY** **FINDS** **CAD981160260**
1/8-1/4 **LOS ANGELES, CA 90037** **ECHO**
0.170 mi. **HAZNET**
898 ft. **Site 1 of 2 in cluster E**

Relative: Lower
Actual: 180 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CASTRO BODY & PAINT SHOP
Facility address: 4023 SOUTH BROADWAY
LOS ANGELES, CA 90037
EPA ID: CAD981160260
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported

CASTRO BODY & PAINT SHOP (Continued) **1000419888**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MARIA HURTADO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 10/28/1985
Site name: CASTRO BODY & PAINT SHOP
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002677960

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CASTRO BODY & PAINT SHOP (Continued) **1000419888**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000419888
Registry ID:	110002677960
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002677960

HAZNET:

envid:	1000419888
Year:	2005
GEPAID:	CAD981160260
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	4023 S BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900371005
Gen County:	Not reported
TSD EPA ID:	CAT080013352
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	0.45
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

F17 **THE EMBROIDERY HOUSE** **RCRA-SQG** **1004676101**
ENE **3818 S BROADWAY ST** **FINDS** **CAR000080853**
1/8-1/4 **LOS ANGELES, CA 90037** **ECHO**
0.173 mi. **HAZNET**
916 ft. **Site 1 of 2 in cluster F**

Relative:
Higher

Actual:
189 ft.

RCRA-SQG:

Date form received by agency:	08/17/2000
Facility name:	THE EMBROIDERY HOUSE
Facility address:	3818 S BROADWAY ST LOS ANGELES, CA 90037
EPA ID:	CAR000080853
Contact:	JACK ELIAKIM
Contact address:	3818 S BROADWAY ST LOS ANGELES, CA 90037
Contact country:	US
Contact telephone:	323-231-3444
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ELI SHAFIGI

THE EMBROIDERY HOUSE (Continued) **1004676101**

Owner/operator address: 3818 S BROADWAY ST
LOS ANGELES, CA 90037
Owner/operator country: Not reported
Owner/operator telephone: 323-231-3444
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D018
. Waste name: BENZENE

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

. Waste code: D040
. Waste name: TRICHLOROETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110002942380

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

THE EMBROIDERY HOUSE (Continued) **1004676101**

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1004676101
Registry ID:	110002942380
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002942380

HAZNET:

envid:	1004676101
Year:	2002
GEPAID:	CAR000080853
Contact:	EYTAN SHAFIGI
Telephone:	3232313444
Mailing Name:	Not reported
Mailing Address:	3818 S BROADWAY ST
Mailing City,St,Zip:	LOS ANGELES, CA 900370000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Transfer Station
Tons:	0.08
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1004676101
Year:	2001
GEPAID:	CAR000080853
Contact:	EYTAN SHAFIGI
Telephone:	3232313444
Mailing Name:	Not reported
Mailing Address:	3818 S BROADWAY ST
Mailing City,St,Zip:	LOS ANGELES, CA 900370000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Transfer Station
Tons:	0.47
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1004676101
Year:	2000
GEPAID:	CAR000080853
Contact:	EYTAN SHAFIGI
Telephone:	3232313444
Mailing Name:	Not reported

THE EMBROIDERY HOUSE (Continued) **1004676101**

Mailing Address:	3818 S BROADWAY ST
Mailing City,St,Zip:	LOS ANGELES, CA 900370000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method:	Transfer Station
Tons:	0.05
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1004676101
Year:	2000
GEPAID:	CAR000080853
Contact:	EYTAN SHAFIGI
Telephone:	3232313444
Mailing Name:	Not reported
Mailing Address:	3818 S BROADWAY ST
Mailing City,St,Zip:	LOS ANGELES, CA 900370000
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method:	Transfer Station
Tons:	0.43
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

18
NW
1/8-1/4
0.186 mi.
983 ft.

UNION 76
3820 S FIGUEROA ST
LOS ANGELES, CA 90021

SWEEPS UST **S101587861**
CA FID UST **N/A**

Relative:
Lower

Actual:
182 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	5539
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19056075
Regulated By:	UTNKA

UNION 76 (Continued) **S101587861**

Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137525466
Mail To:	Not reported
Mailing Address:	3820 S FIGUEROA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

E19 **COUTURE ROYAL CLEANERS LLC** **DRYCLEANERS** **S118907406**
SSE **4051 S BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA 90037**
0.188 mi.
992 ft. **Site 2 of 2 in cluster E**

Relative:
Lower

Actual:
178 ft.

DRYCLEANERS:

EPA Id:	CAL000419471
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/12/2016
Facility Active:	No
Inactive Date:	06/30/2017
Facility Addr2:	Not reported
Owner Name:	COUTURE ROYAL CLEANERS LLC
Owner Address:	1623 S POINT VIEW ST
Owner Address 2:	Not reported
Owner Telephone:	3102613001
Contact Name:	ROBERT SMERLING
Contact Address:	4051 S BROADWAY
Contact Address 2:	Not reported
Contact Telephone:	3104513663
Mailing Name:	Not reported
Mailing Address 1:	4051 S BROADWAY
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90037
Owner Fax:	Not reported
Region Code:	3

F20 ENE 1/8-1/4 0.214 mi. 1128 ft. | **YOUNGER MFG**
3780 S BROADWAY
LOS ANGELES, CA 90007 | **RCRA-SQG FINDS ECHO** | **1000315235 CAD982509143**

Site 2 of 2 in cluster F

Relative: Higher

Actual: 190 ft.

RCRA-SQG:

Date form received by agency:	11/21/1989
Facility name:	YOUNGER MFG
Facility address:	3780 S BROADWAY LOS ANGELES, CA 90007
EPA ID:	CAD982509143
Mailing address:	3788 S BROADWAY LOS ANGELES, CA 90007
Contact:	ENVIRONMENTAL MANAGER
Contact address:	3780 S BROADWAY LOS ANGELES, CA 90007
Contact country:	US
Contact telephone:	213-232-2345
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	IRVING RIPS
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

YOUNGER MFG (Continued) **1000315235**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002837084

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000315235
Registry ID:	110002837084
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002837084

21
SSW
1/8-1/4
0.225 mi.
1187 ft.

CHARLES C MOREY **SWEEPS UST** **S101586130**
4088 S FIGUEROA ST **CA FID UST** **N/A**
LOS ANGELES, CA 90037

Relative:
Lower

Actual:
179 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4800
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported

CHARLES C MOREY (Continued) **S101586130**

Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19039136
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 4088 S FIGUEROA ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900370000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

22
East
1/8-1/4
0.240 mi.
1266 ft.

YOUNGER MFG CO INC **RCRA NonGen / NLR** **1000315232**
3788 S BROADWAY PLACE **FINDS** **CAD981388911**
LOS ANGELES, CA 90007 **ECHO**

Relative:
Higher

Actual:
189 ft.

RCRA NonGen / NLR:
Date form received by agency: 02/20/1986
Facility name: YOUNGER MFG CO INC
Facility address: 3788 S BROADWAY PLACE
LOS ANGELES, CA 90007
EPA ID: CAD981388911
Contact: ENVIRONMENTAL MANAGER
Contact address: 3788 S BROADWAY PLACE
LOS ANGELES, CA 90007
Contact country: US
Contact telephone: 213-232-2345
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: IRVING RIPS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

YOUNGER MFG CO INC (Continued) **1000315232**

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002690721

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000315232
Registry ID:	110002690721
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002690721

23 SSW 1/4-1/2 0.326 mi. 1723 ft. | **PENNY RECYCLING #2**
4157 S FIGUEROA ST
LOS ANGELES, CA 90037 | **SWRCY** | **S107137614**
N/A

Relative: Lower
Actual: 172 ft.

SWRCY:

Reg Id:	25208
Cert Id:	RC12221
Mailing Address:	1436 W Glenoaks Blvd Ste 125
Mailing City:	Glendale
Mailing State:	CA
Mailing Zip Code:	91201
Website:	Not reported
Email:	Not reported
Phone Number:	(818) 288-1393
Grand Father:	N
Rural:	N
Operation Begin Date:	05/21/2004
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:00 am - 5:00 pm
Tuesday Hours Of Operation:	8:00 am - 5:00 pm
Wednesday Hours Of Operation:	8:00 am - 5:00 pm
Thursday Hours Of Operation:	8:00 am - 5:00 pm
Friday Hours Of Operation:	8:00 am - 5:00 pm
Saturday Hours Of Operation:	8:00 am - 5:00 pm
Sunday Hours Of Operation:	8:00 am - 1:00 pm
Organization ID:	19344
Organization Name:	Penny Recycling Center

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24 SSE 1/4-1/2 0.341 mi. 1801 ft. | **LEE AND SONS (HAULING)**
4175 SO BROADWAY
LOS ANGELES, CA 90037 | **LUST**
HIST UST | **U001561457**
N/A

Relative: Lower
Actual: 175 ft.

LUST:

Lead Agency:	SWRCB
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603744874
Global Id:	T0603744874
Latitude:	34.007643
Longitude:	-118.278739
Status:	Completed - Case Closed
Status Date:	01/16/2015
Case Worker:	MC
RB Case Number:	Not reported
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	TTXS0002302
Potential Media Affect:	Soil
Potential Contaminants of Concern:	MTBE / TBA / Other Fuel Oxygenates
Site History:	Not reported

LUST:

Global Id:	T0603744874

LEE AND SONS (HAULING) (Continued) **U001561457**

Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Global Id: T0603744874
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603744874
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603744874
Action Type: Other
Date: 08/28/2001
Action: Leak Reported

Global Id: T0603744874
Action Type: ENFORCEMENT
Date: 06/24/2014
Action: Notification - Public Notice of Case Closure

Global Id: T0603744874
Action Type: RESPONSE
Date: 08/28/2001
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603744874
Action Type: ENFORCEMENT
Date: 06/18/2012
Action: Notice of Violation

Global Id: T0603744874
Action Type: ENFORCEMENT
Date: 11/19/2014
Action: State Water Board Closure Order

Global Id: T0603744874
Action Type: ENFORCEMENT
Date: 03/25/2002
Action: Notice of Violation - #160791

LEE AND SONS (HAULING) (Continued) **U001561457**

Global Id: T0603744874
Action Type: ENFORCEMENT
Date: 01/16/2015
Action: Closure/No Further Action Letter

Global Id: T0603744874
Action Type: Other
Date: 08/21/2001
Action: Leak Discovery

LUST:

Global Id: T0603744874
Status: Open - Case Begin Date
Status Date: 08/21/2001

Global Id: T0603744874
Status: Open - Site Assessment
Status Date: 08/28/2001

Global Id: T0603744874
Status: Open - Site Assessment
Status Date: 08/28/2001

Global Id: T0603744874
Status: Open - Site Assessment
Status Date: 03/25/2002

Global Id: T0603744874
Status: Open - Eligible for Closure
Status Date: 12/02/2013

Global Id: T0603744874
Status: Open - Site Assessment
Status Date: 12/02/2013

Global Id: T0603744874
Status: Open - Eligible for Closure
Status Date: 12/18/2013

Global Id: T0603744874
Status: Open - Eligible for Closure
Status Date: 11/19/2014

Global Id: T0603744874
Status: Completed - Case Closed
Status Date: 01/16/2015

HIST UST:

File Number: 00026AA3
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026AA3.pdf
Region: STATE
Facility ID: 00000034103
Facility Type: Other
Other Type: HAULING
Contact Name: MR LEE

LEE AND SONS (HAULING) (Continued) **U001561457**

Telephone:	2137316882
Owner Name:	CENTRAL RENTALS
Owner Address:	1026 EXPOSITION BLVD
Owner City,St,Zip:	LOS ANGELES, CA 90007
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

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25 NNW 1/4-1/2 0.357 mi. 1887 ft.

SPYGLASS GOLF MAINTENANCE **HIST CORTESE** **1001832619**
FIGUEROA ST **N/A**
LOS ANGELES, CA 90071

Relative: Higher
Actual: 193 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	3015

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26 SSW 1/4-1/2 0.368 mi. 1944 ft.

UNOCAL #1868 **LUST** **S102523279**
4200 FIGUEROA ST **HIST CORTESE** **N/A**
LOS ANGELES, CA 90037

Relative: Lower
Actual: 174 ft.

LUST:

Lead Agency:	LOS ANGELES, CITY OF
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700910
Global Id:	T0603700910
Latitude:	34.0073556
Longitude:	-118.2825588
Status:	Completed - Case Closed
Status Date:	03/03/1993
Case Worker:	EL
RB Case Number:	900370070
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700910
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA

UNOCAL #1868 (Continued) **S102523279**

Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700910
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700910
Action Type: Other
Date: 03/11/1992
Action: Leak Discovery

Global Id: T0603700910
Action Type: Other
Date: 03/04/1992
Action: Leak Stopped

Global Id: T0603700910
Action Type: Other
Date: 03/11/1992
Action: Leak Reported

LUST:
Global Id: T0603700910
Status: Open - Case Begin Date
Status Date: 03/04/1992

Global Id: T0603700910
Status: Open - Remediation
Status Date: 03/11/1992

Global Id: T0603700910
Status: Completed - Case Closed
Status Date: 03/03/1993

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900370070
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported

UNOCAL #1868 (Continued) **S102523279**

Global ID:	T0603700910	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	042ND ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	3/11/1992	
Date Leak First Reported:		3/11/1992
Date Leak Record Entered:	5/25/1992	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	3/4/1992	
Date Case Last Changed on Database:		3/3/1993
Date the Case was Closed:		3/3/1993
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6160.3125828842926894850830442
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		3/11/1992
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	UNOCAL CORP.	
RP Address:	17700 CASTLETON ST, SUITE 500, INDUSTRY, CA 91748	
Program:	LUST	
Lat/Long:	34.0073556 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	OLD CASE #022474	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900370070

27 ESE 1/4-1/2 0.372 mi. 1965 ft.

CALIFORNIA FASHION INDUSTRIES
MARTIN LUTHER KING BLVD/S. MAIN STREET
LOS ANGELES, CA 90037

ENVIROSTOR SCH | **S105628652 N/A**

Relative: Higher

Actual: 187 ft.

ENVIROSTOR:

Facility ID:	19890014
Status:	Certified
Status Date:	09/20/2002
Site Code:	304095
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	0
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01119
Longitude:	-118.2739
APN:	NONE SPECIFIED
Past Use:	LAUNDRY SERVICES, RESIDENTIAL AREA
Potential COC:	Arsenic Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CALIFORNIA FASHION INDUSTRIES
Alias Type:	Alternate Name
Alias Name:	LA USD-CAL FASHION INDUSTRIES/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033617325
Alias Type:	EPA (FRS #)
Alias Name:	304095
Alias Type:	Project Code (Site Code)
Alias Name:	19890014
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	04/03/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	07/27/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

CALIFORNIA FASHION INDUSTRIES (Continued) **S105628652**

Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 09/05/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/26/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 12/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/21/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19890014
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED

CALIFORNIA FASHION INDUSTRIES (Continued) **S105628652**

Acres:	0
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304095
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	09/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.01119
Longitude:	-118.2739
APN:	NONE SPECIFIED
Past Use:	LAUNDRY SERVICES, RESIDENTIAL AREA
Potential COC:	Arsenic, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	CALIFORNIA FASHION INDUSTRIES
Alias Type:	Alternate Name
Alias Name:	LA USD-CAL FASHION INDUSTRIES/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033617325
Alias Type:	EPA (FRS #)
Alias Name:	304095
Alias Type:	Project Code (Site Code)
Alias Name:	19890014
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	04/03/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	07/27/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Public Participation
Completed Date:	09/05/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement

CALIFORNIA FASHION INDUSTRIES (Continued) **S105628652**

Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/20/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 04/26/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 12/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/21/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

28
NE
1/4-1/2
0.400 mi.
2112 ft.

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4
BROADWAY/GRAND AVE/35TH & 37TH STREET
LOS ANGELES, CA 90007

ENVIROSTOR SCH **S105628499**
N/A

Relative:
Higher

Actual:
194 ft.

ENVIROSTOR:
Facility ID: 19390058
Status: Certified
Status Date: 07/27/2006
Site Code: 304312
Site Type: School Cleanup
Site Type Detailed: School
Acres: 8
NPL: NO

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01783
Longitude:	-118.2759
APN:	5122-029-003, 5122-029-004, 5122-029-011, 5122-033-001, 5122-033-009, 5122-033-015, 5122-033-017, 5122-034-011, 5122-034-012, 5122-034-013, 5122-034-014, 5122-034-015, 5122-034-016, 5122-034-017, 5122-034-018
Past Use:	MANUFACTURING - OTHER, NONE
Potential COC:	Lead Arsenic Lead
Confirmed COC:	Arsenic Lead
Potential Description:	SOIL, SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4
Alias Type:	Alternate Name
Alias Name:	LAUSD-CENTRAL LA MS # 4
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5122-029-003
Alias Type:	APN
Alias Name:	5122-029-004
Alias Type:	APN
Alias Name:	5122-029-011
Alias Type:	APN
Alias Name:	5122-033-001
Alias Type:	APN
Alias Name:	5122-033-009
Alias Type:	APN
Alias Name:	5122-033-015
Alias Type:	APN
Alias Name:	5122-033-017
Alias Type:	APN
Alias Name:	5122-034-011
Alias Type:	APN
Alias Name:	5122-034-012
Alias Type:	APN
Alias Name:	5122-034-013
Alias Type:	APN
Alias Name:	5122-034-014
Alias Type:	APN
Alias Name:	5122-034-015
Alias Type:	APN
Alias Name:	5122-034-016
Alias Type:	APN
Alias Name:	5122-034-017
Alias Type:	APN
Alias Name:	5122-034-018
Alias Type:	APN
Alias Name:	110033619378

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Alias Type: EPA (FRS #)
Alias Name: 304312
Alias Type: Project Code (Site Code)
Alias Name: 19390058
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 02/08/2006
Comments: DTSC provided comments to FSI TM on 1/27/2006. Revised FSI TM received on 2/2/2006. DTSC conditionally approved FSI TM.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/03/2005
Comments: Areas A & B sampled for potential fill material. No Further Action determination for Areas A & B only.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/17/2006
Comments: DTSC concurs with Supplemental Site Investigation that further action is required for lead and arsenic.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/05/2006
Comments: No written or verbal comments received during 30-day public comment period. DTSC approves RAW for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/10/2006
Comments: FSI Report approved for further action, for arsenic and lead.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/05/2006
Comments: DTSC approves the RACR. 377.5 tons of arsenic and lead contaminated soil was excavated and transported offsite for disposal at Clean Harbors Environmental Services, Inc. in Buttonwillow, CA. Confirmation samples show all contamination has been removed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/22/2001
Comments: RP provided report for background information (see RP - Final).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/05/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/12/2006
Comments: Implementation of RAW began on 6/8/2006 and completed on 6/12/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/11/2002
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site. Further Action for Lead and Asbestos only.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/30/2002
Comments: DTSC approved the Supplemental Site Investigation and determined that remediation is required at the proposed school site. Lead and Asbestos only for older structures that may contain lead based paint.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/02/2003
Comments: Addendum for LBP. Approved SSI for NFA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Central Los Angeles Middle School #4 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/16/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Completed Date:	10/16/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	07/27/2006
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19390058
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304312
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/27/2006
Restricted Use:	NO
Funding:	School District
Latitude:	34.01783
Longitude:	-118.2759
APN:	5122-029-003, 5122-029-004, 5122-029-011, 5122-033-001, 5122-033-009, 5122-033-015, 5122-033-017, 5122-034-011, 5122-034-012, 5122-034-013, 5122-034-014, 5122-034-015, 5122-034-016, 5122-034-017, 5122-034-018
Past Use:	MANUFACTURING - OTHER, NONE
Potential COC:	Lead, Lead, Arsenic, Lead
Confirmed COC:	Arsenic, Lead
Potential Description:	SOIL, SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4
Alias Type:	Alternate Name
Alias Name:	LAUSD-CENTRAL LA MS # 4
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5122-029-003

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Alias Type:	APN
Alias Name:	5122-029-004
Alias Type:	APN
Alias Name:	5122-029-011
Alias Type:	APN
Alias Name:	5122-033-001
Alias Type:	APN
Alias Name:	5122-033-009
Alias Type:	APN
Alias Name:	5122-033-015
Alias Type:	APN
Alias Name:	5122-033-017
Alias Type:	APN
Alias Name:	5122-034-011
Alias Type:	APN
Alias Name:	5122-034-012
Alias Type:	APN
Alias Name:	5122-034-013
Alias Type:	APN
Alias Name:	5122-034-014
Alias Type:	APN
Alias Name:	5122-034-015
Alias Type:	APN
Alias Name:	5122-034-016
Alias Type:	APN
Alias Name:	5122-034-017
Alias Type:	APN
Alias Name:	5122-034-018
Alias Type:	APN
Alias Name:	110033619378
Alias Type:	EPA (FRS #)
Alias Name:	304312
Alias Type:	Project Code (Site Code)
Alias Name:	19390058
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Workplan
Completed Date:	02/08/2006
Comments:	DTSC provided comments to FSI TM on 1/27/2006. Revised FSI TM received on 2/2/2006. DTSC conditionally approved FSI TM.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	11/03/2005
Comments:	Areas A & B sampled for potential fill material. No Further Action determination for Areas A & B only.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	03/17/2006
Comments:	DTSC concurs with Supplemental Site Investigation that further action is required for lead and arsenic.

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/05/2006
Comments: No written or verbal comments received during 30-day public comment period. DTSC approves RAW for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/10/2006
Comments: FSI Report approved for further action, for arsenic and lead.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/05/2006
Comments: DTSC approves the RACR. 377.5 tons of arsenic and lead contaminated soil was excavated and transported offsite for disposal at Clean Harbors Environmental Services, Inc. in Buttonwillow, CA. Confirmation samples show all contamination has been removed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/22/2001
Comments: RP provided report for background information (see RP - Final).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/05/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/12/2006
Comments: Implementation of RAW began on 6/8/2006 and completed on 6/12/2006.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/11/2002
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site. Further Action for Lead and Asbestos only.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 05/30/2002
Comments: DTSC approved the Supplemental Site Investigation and determined that remediation is required at the proposed school site. Lead and Asbestos only for older structures that may contain lead based paint.

Completed Area Name: PROJECT WIDE

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 (Continued) **S105628499**

Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/02/2003
Comments: Addendum for LBP. Approved SSI for NFA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Central Los Angeles Middle School #4 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 02/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 07/16/2007
Comments: CRU Memo

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/16/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/27/2006
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

29 ESE 1/4-1/2 0.401 mi. 2119 ft. | **ACCELERATED CHARTER ELEMENTARY SCHOOL (ACES) EXPAN 3843-3859 WOODLAWN AVE./3818-3918 S. MAIN ST. LOS ANGELES, CA 90011** | **ENVIROSTOR SCH** | **S111752595 N/A**

Relative: Higher

Actual: 189 ft.

ENVIROSTOR:

Facility ID:	60001649
Status:	No Further Action
Status Date:	09/11/2012
Site Code:	404876
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	0.89
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Christine Chiu
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	46
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01140
Longitude:	-118.2736
APN:	512-1029-005, 512-1029-006, 512-1029-007, 512-1029-014, 512-1029-015, 512-1029-902, 512-1029-903, 512-1029-904, 512-1029-905, 512-1029-906, 512-1029-907, 512-1029-908, 512-1029-909, 512-1029-910, 512-1029-911, 5121-029-912, 5121-029-913
Past Use:	EQUIPMENT/INSTRUMENT REPAIR, RESIDENTIAL AREA, TRANSPORTATION - WAREHOUSING
Potential COC:	Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	ACES
Alias Type:	Alternate Name
Alias Name:	512-1029-005
Alias Type:	APN
Alias Name:	512-1029-006
Alias Type:	APN
Alias Name:	512-1029-007
Alias Type:	APN
Alias Name:	512-1029-014
Alias Type:	APN
Alias Name:	512-1029-015
Alias Type:	APN
Alias Name:	512-1029-902
Alias Type:	APN
Alias Name:	512-1029-903
Alias Type:	APN
Alias Name:	512-1029-904
Alias Type:	APN
Alias Name:	512-1029-905
Alias Type:	APN
Alias Name:	512-1029-906
Alias Type:	APN

ACCELERATED CHARTER ELEMENTARY SCHOOL (ACES) EXPANSION PROJE (Continued) **S111752595**

Alias Name:	512-1029-907
Alias Type:	APN
Alias Name:	512-1029-908
Alias Type:	APN
Alias Name:	512-1029-909
Alias Type:	APN
Alias Name:	512-1029-910
Alias Type:	APN
Alias Name:	512-1029-911
Alias Type:	APN
Alias Name:	5121-029-912
Alias Type:	APN
Alias Name:	5121-029-913
Alias Type:	APN
Alias Name:	404876
Alias Type:	Project Code (Site Code)
Alias Name:	60001649
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	06/25/2012
Comments:	On June 25, 2012, DTSC conducted a conference call with The Accelerated Schools discussing the project strategy, timeline, and Background Information. TAS indicated it will provide DTSC a letter indicating that the Background Information will be considered a PEA Equivalent Report and the public comment period for the PEA will commence.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/11/2012
Comments:	On September 11, 2012, DTSC approved the PEA Equivalent Report with a No Further Action determination.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	05/14/2012
Comments:	On May 14, 2012, the Environmental Oversight Agreement for implementation of a Preliminary Endangerment Assessment was fully executed.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/17/2012
Comments:	On September 17, 2012, DTSC prepared project close out Cost Recovery Unit Memorandum.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported

ACCELERATED CHARTER ELEMENTARY SCHOOL (ACES) EXPANSION PROJE (Continued) **S111752595**

Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60001649
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.89
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Christine Chiu
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404876
Assembly:	46
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	09/11/2012
Restricted Use:	NO
Funding:	School District
Latitude:	34.01140
Longitude:	-118.2736
APN:	512-1029-005, 512-1029-006, 512-1029-007, 512-1029-014, 512-1029-015, 512-1029-902, 512-1029-903, 512-1029-904, 512-1029-905, 512-1029-906, 512-1029-907, 512-1029-908, 512-1029-909, 512-1029-910, 512-1029-911, 5121-029-912, 5121-029-913
Past Use:	EQUIPMENT/INSTRUMENT REPAIR, RESIDENTIAL AREA, TRANSPORTATION - WAREHOUSING
Potential COC:	Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	ACES
Alias Type:	Alternate Name
Alias Name:	512-1029-005
Alias Type:	APN
Alias Name:	512-1029-006
Alias Type:	APN
Alias Name:	512-1029-007
Alias Type:	APN
Alias Name:	512-1029-014
Alias Type:	APN
Alias Name:	512-1029-015
Alias Type:	APN
Alias Name:	512-1029-902
Alias Type:	APN
Alias Name:	512-1029-903
Alias Type:	APN
Alias Name:	512-1029-904
Alias Type:	APN
Alias Name:	512-1029-905

ACCELERATED CHARTER ELEMENTARY SCHOOL (ACES) EXPANSION PROJE (Continued) **S111752595**

Alias Type:	APN
Alias Name:	512-1029-906
Alias Type:	APN
Alias Name:	512-1029-907
Alias Type:	APN
Alias Name:	512-1029-908
Alias Type:	APN
Alias Name:	512-1029-909
Alias Type:	APN
Alias Name:	512-1029-910
Alias Type:	APN
Alias Name:	512-1029-911
Alias Type:	APN
Alias Name:	5121-029-912
Alias Type:	APN
Alias Name:	5121-029-913
Alias Type:	APN
Alias Name:	404876
Alias Type:	Project Code (Site Code)
Alias Name:	60001649
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	06/25/2012
Comments:	On June 25, 2012, DTSC conducted a conference call with The Accelerated Schools discussing the project strategy, timeline, and Background Information. TAS indicated it will provide DTSC a letter indicating that the Background Information will be considered a PEA Equivalent Report and the public comment period for the PEA will commence.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/11/2012
Comments:	On September 11, 2012, DTSC approved the PEA Equivalent Report with a No Further Action determination.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	05/14/2012
Comments:	On May 14, 2012, the Environmental Oversight Agreement for implementation of a Preliminary Endangerment Assessment was fully executed.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	09/17/2012
Comments:	On September 17, 2012, DTSC prepared project close out Cost Recovery Unit Memorandum.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported

ACCELERATED CHARTER ELEMENTARY SCHOOL (ACES) EXPANSION PROJE (Continued) **S111752595**

Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

30
ENE
1/2-1
0.536 mi.
2828 ft.

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) **ENVIROSTOR** **S107736508**
MAPLE AVENUE/36TH STREET/36TH PLACE **SCH** **N/A**
LOS ANGELES, CA 90011

Relative:
Higher

Actual:
199 ft.

ENVIROSTOR:

Facility ID:	19880032
Status:	No Further Action
Status Date:	10/10/2003
Site Code:	304267
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	JEFFERSON NEW PRIMARY CENTER #6
Alias Type:	Alternate Name
Alias Name:	JEFFERSON NEW PRIMARY CENTER #6 (2ND)
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON NEW PC #6 (2ND)
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304267
Alias Type:	Project Code (Site Code)
Alias Name:	19880032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) (Continued) **S107736508**

Completed Date: 10/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/15/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/04/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 19880055
Status: Inactive - Action Required
Status Date: 08/20/2002
Site Code: 304163
Site Type: School Investigation
Site Type Detailed: School
Acres: 2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 59
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.01559

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) (Continued) **S107736508**

Longitude: -118.2698
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Arsenic
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: JEFFERSON NEW PRIMARY CENTER #6
Alias Type: Alternate Name
Alias Name: LAUSD-JEFFERSON NEW PRIMARY CENTER #6
Alias Type: Alternate Name
Alias Name: LAUSD-JEFFERSON NEW PRIMARY CNTR #6/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304031
Alias Type: Project Code (Site Code)
Alias Name: 304163
Alias Type: Project Code (Site Code)
Alias Name: 19880055
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 08/20/2002
Comments: The project was completed in September 2004.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880032
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) (Continued) **S107736508**

National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304267
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/10/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	JEFFERSON NEW PRIMARY CENTER #6
Alias Type:	Alternate Name
Alias Name:	JEFFERSON NEW PRIMARY CENTER #6 (2ND)
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON NEW PC #6 (2ND)
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304267
Alias Type:	Project Code (Site Code)
Alias Name:	19880032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/10/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/15/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	05/04/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	07/28/2003

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) (Continued) **S107736508**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported
Facility ID:	19880055
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304163
Assembly:	59
Senate:	30
Special Program Status:	Not reported
Status:	Inactive - Action Required
Status Date:	08/20/2002
Restricted Use:	NO
Funding:	School District
Latitude:	34.01559
Longitude:	-118.2698
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Arsenic
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	JEFFERSON NEW PRIMARY CENTER #6
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON NEW PRIMARY CENTER #6
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON NEW PRIMARY CNTR #6/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304031
Alias Type:	Project Code (Site Code)
Alias Name:	304163

JEFFERSON NEW PRIMARY CENTER NO. 6 (2ND) (Continued) **S107736508**

Alias Type:	Project Code (Site Code)
Alias Name:	19880055
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	08/20/2002
Comments:	The project was completed in September 2004.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	01/21/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/04/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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31 **HERMETIC ASSOCIATED** **ENVIROSTOR** **1000298756**
ENE **150 EAST JEFFERSON BOULEVARD** **N/A**
1/2-1 **LOS ANGELES, CA 90011**
0.607 mi.
3205 ft.

Relative:
Higher

Actual:
203 ft.

ENVIROSTOR:

Facility ID:	19350289
Status:	Refer: Other Agency
Status Date:	06/01/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	59
Senate:	30
Special Program:	* CERC2
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED

HERMETIC ASSOCIATED (Continued) **1000298756**

Funding: Not reported
Latitude: 34.01759
Longitude: -118.2710
APN: 5120007025
Past Use: NONE SPECIFIED
Potential COC: * HALOGENATED ORGANIC COMPOUNDS * HALOGENATED SOLVENTS * OIL/WATER SEPARATION SLUDGE * WASTE OIL & MIXED OIL
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 5120007025
Alias Type: APN
Alias Name: CAD982359861
Alias Type: EPA Identification Number
Alias Name: 19350289
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 01/06/1983
Comments: FACILITY IDENTIFIED LA CHAM OF COMM BUS DIR 1971-72 MANUFACTURER OF COMPRESSORS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 06/27/1988
Comments: PRELIM ASSESS DONE 4 SMALL FIRES BTW 1979-1985. SITE HAS SITE HAS SPRAY BOOTH AND DUST COLLECTION SITE REFERED TO LOS ANGELES CO. HLTH.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1986
Comments: SITE SCREENING DONE PA RATIONALE: ADDITIONAL INFO NEEDED.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

32
ESE
1/2-1
0.743 mi.
3925 ft.

JEFFERSON NEW ELEM SCH NO. 1 ADDITION **ENVIROSTOR** **S118756590**
416-460 MARTIN LUTHER KING JR. BOULEVARD **SCH** **N/A**
LOS ANGELES, CA 90011

Relative:
Higher

Actual:
194 ft.

ENVIROSTOR:
Facility ID: 19820100
Status: No Action Required
Status Date: 07/03/2003
Site Code: 304369

JEFFERSON NEW ELEM SCH NO. 1 ADDITION (Continued) **S118756590**

Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	59
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01086
Longitude:	-118.2673
APN:	5113002901
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	JEFFERSON NEW ELEM SCHOOL NO. 1 ADDITION
Alias Type:	Alternate Name
Alias Name:	LAUSD-PROPOSED JEFFERSON ELEM # 1 ADD
Alias Type:	Alternate Name
Alias Name:	5113002901
Alias Type:	APN
Alias Name:	304369
Alias Type:	Project Code (Site Code)
Alias Name:	19820100
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/03/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	06/26/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	04/08/2002
Comments:	Phase 1
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

JEFFERSON NEW ELEM SCH NO. 1 ADDITION (Continued) **S118756590**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19820100
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304369
Assembly:	59
Senate:	30
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	07/03/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.01086
Longitude:	-118.2673
APN:	5113002901
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	JEFFERSON NEW ELEM SCHOOL NO. 1 ADDITION
Alias Type:	Alternate Name
Alias Name:	LAUSD-PROPOSED JEFFERSON ELEM # 1 ADD
Alias Type:	Alternate Name
Alias Name:	5113002901
Alias Type:	APN
Alias Name:	304369
Alias Type:	Project Code (Site Code)
Alias Name:	19820100
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	07/03/2003
Comments:	Not reported

JEFFERSON NEW ELEM SCH NO. 1 ADDITION (Continued) **S118756590**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	06/26/2003
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	04/08/2002
Comments:	Phase 1

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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33 **PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10** **ENVIROSTOR** **S109034324**
SW **VERNON AVENUE BETWEEN ORCHARD AVENUE AND WESLEY AVENUE** **SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90037**
0.769 mi.
4062 ft.

Relative:
Lower

Actual:
165 ft.

ENVIROSTOR:

Facility ID:	60000890
Status:	Certified
Status Date:	10/26/2010
Site Code:	304604
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	3.96
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	59
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.0032
Longitude:	-118.2883
APN:	5018-003-001
Past Use:	RESIDENTIAL AREA, RETAIL - SERVICE STATION, VEHICLE MAINTENANCE

PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 (Continued) **S109034324**

Potential COC: Under Investigation DDT Lead Toxaphene TPH-diesel Dieldrin
Confirmed COC: 30207-NO 30024-NO Under Investigation 30023-NO 30008-NO 30013-NO
Potential Description: SOIL, SV
Alias Name: 5018-003-001
Alias Type: APN
Alias Name: 304604
Alias Type: Project Code (Site Code)
Alias Name: 60000890
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/25/2010
Comments: DTSC prepared project close out Cost Recovery Unit Memorandum.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/26/2010
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 09/22/2009
Comments: received signed agreement from District

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/18/2008
Comments: The first site visit was conducted on June 5th as part of the PEA Scoping mtg. Fieldwork started on 6/10/2008, on 6/18/2008, DTSC conducted field oversight of the soil gas activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 04/29/2008
Comments: Rec'd documents for a PEA under the Master Agreement

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/17/2008
Comments: PEA Scoping Document was accepted by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 (Continued) **S109034324**

Completed Document Type: Fieldwork
Completed Date: 08/22/2008
Comments: All the fielwork was completed and steo-outs were completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/24/2008
Comments: DTSC issued the PEA approval letter with further action. The Project will now move forward into an SSI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/17/2009
Comments: DTSC concurs that Further Action is required and approved the SSI Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/30/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 10/20/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/13/2010
Comments: Underground Storage Tank Closure Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/18/2010
Comments: TM - Soil Gas Survey of the Former UST Area

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/25/2009
Comments: Addt'l Site Characterization

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported

PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 (Continued) **S109034324**

Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60000890
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.96
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304604
Assembly:	59
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	10/26/2010
Restricted Use:	NO
Funding:	School District
Latitude:	34.0032
Longitude:	-118.2883
APN:	5018-003-001
Past Use:	RESIDENTIAL AREA, RETAIL - SERVICE STATION, VEHICLE MAINTENANCE
Potential COC:	Under Investigation, DDT, Lead, Toxaphene, TPH-diesel, Dieldrin
Confirmed COC:	30207-NO, 30024-NO, Under Investigation, 30023-NO, 30008-NO, 30013-NO Not reported
Potential Description:	SOIL, SV
Alias Name:	5018-003-001
Alias Type:	APN
Alias Name:	304604
Alias Type:	Project Code (Site Code)
Alias Name:	60000890
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/25/2010
Comments:	DTSC prepared project close out Cost Recovery Unit Memorandum.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	10/26/2010
Comments:	DTSC certified that response action according to the DTSC-approved RAW is complete.

PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 (Continued) **S109034324**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 09/22/2009
Comments: received signed agreement from District

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 06/18/2008
Comments: The first site visit was conducted on June 5th as part of the PEA Scoping mtg. Fieldwork started on 6/10/2008, on 6/18/2008, DTSC conducted field oversight of the soil gas activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 04/29/2008
Comments: Rec'd documents for a PEA under the Master Agreement

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/17/2008
Comments: PEA Scoping Document was accepted by DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 08/22/2008
Comments: All the fielwork was completed and steo-outs were completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/24/2008
Comments: DTSC issued the PEA approval letter with further action. The Project will now move forward into an SSI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/17/2009
Comments: DTSC concurs that Further Action is required and approved the SSI Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 09/17/2009
Comments: Not reported

PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 (Continued) **S109034324**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 08/30/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 10/20/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/13/2010
Comments: Underground Storage Tank Closure Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/18/2010
Comments: TM - Soil Gas Survey of the Former UST Area

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 06/25/2009
Comments: Addt'l Site Characterization

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

34
ENE
1/2-1
0.790 mi.
4169 ft.

CRES #18, SITE 3 5640006 **ENVIROSTOR** **S107736194**
3109, 3113, 3115, 3119, 3121 SOUTH MAPLE AVENUE, AND 305 EAS **SCH** **N/A**
LOS ANGELES, CA 90011

Relative:
Higher

Actual:
208 ft.

ENVIROSTOR:
Facility ID: 60000080
Status: Certified
Status Date: 05/06/2009
Site Code: 304492
Site Type: School Cleanup
Site Type Detailed: School
Acres: 2.43
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Stephanie Lewis

CRES #18, SITE 3 5640006 (Continued) **S107736194**

Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 59
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.0195
Longitude: -118.2686
APN: 5120-002-013, 5120-002-014, 5120-002-015, 5120-002-016, 5120-002-017
Past Use: * MISCELLANEOUS REPAIR SERVICES
Potential COC: Polychlorinated biphenyls (PCBs TPH-gas
Confirmed COC: 30018-NO 30025-NO
Potential Description: SOIL
Alias Name: LAUSD-PRPSD CRES #18 5640006
Alias Type: Alternate Name
Alias Name: 5120-002-013
Alias Type: APN
Alias Name: 5120-002-014
Alias Type: APN
Alias Name: 5120-002-015
Alias Type: APN
Alias Name: 5120-002-016
Alias Type: APN
Alias Name: 5120-002-017
Alias Type: APN
Alias Name: 110033616530
Alias Type: EPA (FRS #)
Alias Name: 304492
Alias Type: Project Code (Site Code)
Alias Name: 60000080
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/04/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/11/2005
Comments: accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/21/2005
Comments: approval letter sent 12/21/2005

CRES #18, SITE 3 5640006 (Continued) **S107736194**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/16/2006
Comments: SSI to delineate metals and TPH impacted soil. Fieldwork completed. SSI report in preparation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/02/2007
Comments: public comment period 02/08/2007 to 03/12/2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/06/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/12/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/20/2007
Comments: RACR approved on 7/20/2007

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/03/2005
Comments: Rec'd Phase I Report for background information only

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/29/2009
Comments: Sent CRU to cost recovery.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/06/2009
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported

CRES #18, SITE 3 5640006 (Continued) **S107736194**

Schedule Revised Date: Not reported

SCH:

Facility ID:	60000080
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.43
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Stephanie Lewis
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304492
Assembly:	59
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	05/06/2009
Restricted Use:	NO
Funding:	School District
Latitude:	34.0195
Longitude:	-118.2686
APN:	5120-002-013, 5120-002-014, 5120-002-015, 5120-002-016, 5120-002-017
Past Use:	* MISCELLANEOUS REPAIR SERVICES
Potential COC:	Polychlorinated biphenyls (PCBs, TPH-gas
Confirmed COC:	30018-NO, 30025-NO
Potential Description:	SOIL
Alias Name:	LAUSD-PRPSD CRES #18 5640006
Alias Type:	Alternate Name
Alias Name:	5120-002-013
Alias Type:	APN
Alias Name:	5120-002-014
Alias Type:	APN
Alias Name:	5120-002-015
Alias Type:	APN
Alias Name:	5120-002-016
Alias Type:	APN
Alias Name:	5120-002-017
Alias Type:	APN
Alias Name:	110033616530
Alias Type:	EPA (FRS #)
Alias Name:	304492
Alias Type:	Project Code (Site Code)
Alias Name:	60000080
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

CRES #18, SITE 3 5640006 (Continued) **S107736194**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/04/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/11/2005
Comments: accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/21/2005
Comments: approval letter sent 12/21/2005

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/16/2006
Comments: SSI to delineate metals and TPH impacted soil. Fieldwork completed. SSI report in preparation

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 02/02/2007
Comments: public comment period 02/08/2007 to 03/12/2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/06/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/12/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/20/2007
Comments: RACR approved on 7/20/2007

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/03/2005
Comments: Rec'd Phase I Report for background information only

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CRES #18, SITE 3 5640006 (Continued) **S107736194**

Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/29/2009
Comments:	Sent CRU to cost recovery.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	05/06/2009
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

35
SW
1/2-1
0.806 mi.
4254 ft.

Relative:
Lower

Actual:
165 ft.

ALPHA POLISHING
951 W. VERNON AVENUE
LOS ANGELES, CA 90037

ENVIROSTOR **1000213804**
SWEEPS UST **N/A**
HIST UST
DEED
EMI
LA Co. Site Mitigation

ENVIROSTOR:

Facility ID:	19340667
Status:	Refer: Other Agency
Status Date:	08/31/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	59
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.00395
Longitude:	-118.2902
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* Metals - Sludge * UNSPECIFIED SLUDGE WASTE * UNSPECIFIED SOLVENT MIXTURES Chromium VI Nickel
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD981377971
Alias Type:	EPA Identification Number
Alias Name:	19340667

ALPHA POLISHING (Continued) **1000213804**

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 02/11/1983
Comments: FACILITY IDENTIFIED L. A. CHAM OF COMM BUS DIR 1969

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/27/1988
Comments: ENFORCEMENT(OTHER) LOS ANGELES COUNTY-DHS PRELIM ASSESS DONE DHS RECOMMENDS SI MEDIUM ,CONTAMINATED SOIL HAS NOT BEEN REMOVED SITE HAS ALSO BEEN REFERED TO LOS ANGELES CO. HEALTH DEPT.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1986
Comments: SITE SCREENING DONE PA RATIONALE: THERE ARE INDICATIONS OF THE PRESENCE AND POTENTIAL RELEASE OF HAZARDOUS WASTES; MORE INFO IS NEEDED.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Facility ID: 71002760
Status: Certified O&M - Land Use Restrictions Only
Status Date: 09/23/2013
Site Code: 300856
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 0.32
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Hamid Hashemian
Supervisor: Emad Yemut
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 59
Senate: 30
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.00407
Longitude: -118.2903
APN: NONE SPECIFIED
Past Use: DEGREASING FACILITY, FUEL TERMINALS

ALPHA POLISHING (Continued) **1000213804**

Potential COC: Arsenic Tetrachloroethylene (PCE Trichloroethylene (TCE Cadmium and compounds Chromium VI Nickel
Confirmed COC: Arsenic Tetrachloroethylene (PCE Cadmium and compounds Chromium VI Nickel Trichloroethylene (TCE
Potential Description: SOIL, SV
Alias Name: General Plating
Alias Type: Alternate Name
Alias Name: General Plating Company
Alias Type: Alternate Name
Alias Name: CAD981377971
Alias Type: EPA Identification Number
Alias Name: 300856
Alias Type: Project Code (Site Code)
Alias Name: 71002760
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 04/05/2016
Comments: Land Use Control Compliance Inspection Report 2015

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 09/23/2013
Comments: No Further Determination and the Acknowledgment of Satisfaction

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 07/08/2014
Comments: FY 1415 Annual Cost Estimate Letter sent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Selection and Statement of Basis
Completed Date: 03/08/2011
Comments: Project Manager: Nora

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/30/2006
Comments: Not reported

ALPHA POLISHING (Continued) **1000213804**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/26/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Proposal Approval
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 01/27/2011
Comments: Nora

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/27/2011
Comments: Nora

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/16/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/18/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/30/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 03/30/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 03/08/2011
Comments: Project Manager: Nora

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand

ALPHA POLISHING (Continued) **1000213804**

Completed Date: 10/25/2010
Comments: First reminder letter sent for unpaid invoices.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 04/30/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 04/24/2018
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/26/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/29/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 11/24/2010
Comments: Second collection letter sent certified mail.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/12/2015
Comments: FY 1516 Annual Cost Estimate completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 05/17/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/09/2016
Comments: FY 1617 Annual Oversight cost estimate mailed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other
Completed Date: 03/04/2015
Comments: LUC inspection Checklist

ALPHA POLISHING (Continued) **1000213804**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 06/02/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 06/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 12/29/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 12/08/1997
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:
Status: Not reported
Comp Number: 5968
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE

ALPHA POLISHING (Continued) **1000213804**

Facility ID:	00000050994
Facility Type:	Other
Other Type:	PLATING
Contact Name:	DOUGLAS C. SMITH
Telephone:	2132349201
Owner Name:	C.W. SMITH FAMILY INC. DBA GEN
Owner Address:	951 WEST VERNON AVENUE
Owner City,St,Zip:	LOS ANGELES, CA 90037
Total Tanks:	0002

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000120
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00000360
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	None

DEED:

Envirostor ID:	71002760
Area:	PROJECT WIDE
Sub Area:	Not reported
Site Type:	TIERED PERMIT
Status:	CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency:	Not reported
Covenant Uploaded:	Not reported
Deed Date(s):	04/30/2013
File Name:	Envirostor Land Use Restrictions

EMI:

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	80106
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

ALPHA POLISHING (Continued) **1000213804**

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	80106
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	80106
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.01739
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.00006394
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	80106
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.25525
Reactive Organic Gases Tons/Yr:	.252409525
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.00062107
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0001180033

LA Co. Site Mitigation:

Facility ID:	FA0028142
Status:	Not reported
Site ID:	SD0010947
Jurisdiction:	Not reported
Case ID:	RO0010947

ALPHA POLISHING (Continued) **1000213804**

Abated: Yes
Assigned To: TK
Entered Date: Not reported
Abated Date: 01/01/1989

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36 East 1/2-1 0.834 mi. 4402 ft.

JEFFERSON ELEMENTARY SCHOOL NO. 1
MARTIN LUTHER KING JR. BLVD./AVALON BLVD.
LOS ANGELES, CA 90011

ENVIROSTOR SCH **S105628622 N/A**

Relative: Higher

Actual: 196 ft.

ENVIROSTOR:

Facility ID:	19880018
Status:	Certified
Status Date:	01/15/2004
Site Code:	304231
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.01134
Longitude:	-118.2656
APN:	5135033033, 5138017097
Past Use:	RESIDENTIAL AREA
Potential COC:	TPH-diesel 1,3,5-Trimethylbenzene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	JEFFERSON ELEMENTARY SCHOOL NO. 1
Alias Type:	Alternate Name
Alias Name:	JEFFERSON ELEMENTARY SCHOOL NO. 1 (PROP)
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON ELEMENTARY
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5135033033
Alias Type:	APN
Alias Name:	5138017097
Alias Type:	APN
Alias Name:	110033606667
Alias Type:	EPA (FRS #)
Alias Name:	304231
Alias Type:	Project Code (Site Code)
Alias Name:	19880018
Alias Type:	Envirostor ID Number

Completed Info:

JEFFERSON ELEMENTARY SCHOOL NO. 1 (Continued) **S105628622**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 05/15/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Jefferson Elementary School No. 1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/15/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/17/2003
Comments: SITE CERTIFIED: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, specifically for total petroleum hydrocarbons and benzene, as identified in the DTSC approved Removal Action Work- plan. Additional soil samples will be collected to evaluate potential lead-based paint impacts.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/19/2001
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site. Aprvd for public review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/11/2003
Comments: The approximately 5-acre site was historically utilized for residential and light commercial properties, including an on-site carwash and clarifier, and an automotive repair shop with an underground storage tank (UST). Elevated levels of total petroleum hydrocarbons (TPH) were detected near the clarifier and the former UST; an isolated hit of benzene was also detected near the clarifier. Confirmation samples collected post-excavation indicated cleanup goals were achieved. Approximately 600 cubic yards of soil were removed and disposed of off-site (TPH 1,500 mg/kg AND benzene 12 mg/kg) when the DTSC-approved RAW was implemented.

Completed Area Name: PROJECT WIDE

JEFFERSON ELEMENTARY SCHOOL NO. 1 (Continued) **S105628622**

Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/15/2002
Comments: CEQA and RAW approved. Implementation delayed until 12/02

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/31/2003
Comments: DTSC approved the Supplemental Site Investigation (SSI) and determined neither an actual or a potential release of hazardous material, nor the presence of naturally occurring hazardous material indicated at the site pose a threat to human health or the environment under any land use. Therefore, DTSC concurred that no further environmental investigation or cleanup was required at this site, and approved the SSI. Lead-based paint, ACBM issues, UST removal issues.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/02/2003
Comments: Closure Report Underground Storage Tank Removal Activities

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880018
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 4
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304231
Assembly: 53
Senate: 30

JEFFERSON ELEMENTARY SCHOOL NO. 1 (Continued) **S105628622**

Special Program Status:	Not reported
Status:	Certified
Status Date:	01/15/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.01134
Longitude:	-118.2656
APN:	5135033033, 5138017097
Past Use:	RESIDENTIAL AREA
Potential COC:	TPH-diesel, TPH-diesel, 1,3,5-Trimethylbenzene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	JEFFERSON ELEMENTARY SCHOOL NO. 1
Alias Type:	Alternate Name
Alias Name:	JEFFERSON ELEMENTARY SCHOOL NO. 1 (PROP)
Alias Type:	Alternate Name
Alias Name:	LAUSD-JEFFERSON ELEMENTARY
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5135033033
Alias Type:	APN
Alias Name:	5138017097
Alias Type:	APN
Alias Name:	110033606667
Alias Type:	EPA (FRS #)
Alias Name:	304231
Alias Type:	Project Code (Site Code)
Alias Name:	19880018
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* CEQA
Completed Date:	05/15/2002
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Jefferson Elementary School No. 1 site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	01/15/2004
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	04/17/2003

JEFFERSON ELEMENTARY SCHOOL NO. 1 (Continued) **S105628622**

Comments: SITE CERTIFIED: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, specifically for total petroleum hydrocarbons and benzene, as identified in the DTSC approved Removal Action Work- plan. Additional soil samples will be collected to evaluate potential lead-based paint impacts.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/19/2001
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site. Aprvd for public review.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/11/2003
Comments: The approximately 5-acre site was historically utilized for residential and light commercial properties, including an on-site carwash and clarifier, and an automotive repair shop with an underground storage tank (UST). Elevated levels of total petroleum hydrocarbons (TPH) were detected near the clarifier and the former UST; an isolated hit of benzene was also detected near the clarifier. Confirmation samples collected post-excavation indicated cleanup goals were achieved. Approximately 600 cubic yards of soil were removed and disposed of off-site (TPH 1,500 mg/kg AND benzene 12 mg/kg) when the DTSC-approved RAW was implemented.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/15/2002
Comments: CEQA and RAW approved. Implementation delayed until 12/02

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/31/2003
Comments: DTSC approved the Supplemental Site Investigation (SSI) and determined neither an actual or a potential release of hazardous material, nor the presence of naturally occurring hazardous material indicated at the site pose a threat to human health or the environment under any land use. Therefore, DTSC concurred that no further environmental investigation or cleanup was required at this site, and approved the SSI. Lead-based paint, ACBM issues, UST removal issues.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

JEFFERSON ELEMENTARY SCHOOL NO. 1 (Continued) **S105628622**

Completed Document Type:	Other Report
Completed Date:	10/02/2003
Comments:	Closure Report Underground Storage Tank Removal Activities
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

37
SW
1/2-1
0.973 mi.
5136 ft.

MANUAL ARTS NEW PRIMARY CENTER NO. 2
46TH STREET/SOUTH VERMONT AVENUE
LOS ANGELES, CA 90037

ENVIROSTOR **S105628500**
SCH **N/A**

Relative:
Lower

Actual:
160 ft.

ENVIROSTOR:

Facility ID:	19390059
Status:	No Further Action
Status Date:	11/19/2003
Site Code:	304362
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.67
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER
Potential COC:	Chromium VI Tetrachloroethylene (PCE TPH-diesel Xylenes Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	LAUSD-MANUAL ARTS NEW PRIMARY CTR # 2
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW PRIMARY CENTER #2 (PROP)
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW PRIMARY CENTER NO. 2
Alias Type:	Alternate Name
Alias Name:	304362
Alias Type:	Project Code (Site Code)
Alias Name:	19390059

MANUAL ARTS NEW PRIMARY CENTER NO. 2 (Continued) **S105628500**

Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/06/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/15/2005
Comments: INC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/01/2001
Comments: Initial Study Draft

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

MANUAL ARTS NEW PRIMARY CENTER NO. 2 (Continued) **S105628500**

Facility ID:	19390059
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.67
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304362
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/19/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER
Potential COC:	Chromium VI, Chromium VI, Tetrachloroethylene (PCE, TPH-diesel, Xylenes, Toluene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	LAUSD-MANUAL ARTS NEW PRIMARY CTR # 2
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW PRIMARY CENTER #2 (PROP)
Alias Type:	Alternate Name
Alias Name:	MANUAL ARTS NEW PRIMARY CENTER NO. 2
Alias Type:	Alternate Name
Alias Name:	304362
Alias Type:	Project Code (Site Code)
Alias Name:	19390059
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/06/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	10/28/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	12/15/2005

MANUAL ARTS NEW PRIMARY CENTER NO. 2 (Continued) **S105628500**

Comments: INC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/01/2001
Comments: Initial Study Draft

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

38
NW
1/2-1
0.979 mi.
5169 ft.

WEEMES ELEMENTARY SCHOOL PLAYGROUND
1201-1203, 1205, 1207, 1215 WEST 37TH STREET
LOS ANGELES, CA 90007

ENVIROSTOR SCH **S105628620 N/A**

Relative: Lower
Actual: 169 ft.

ENVIROSTOR:
Facility ID: 19880015
Status: Certified
Status Date: 11/12/2003
Site Code: 304338
Site Type: School Cleanup
Site Type Detailed: School
Acres: .64
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 30

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.02109
Longitude: -118.2965
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Chlordane Dieldrin DDD DDT Lead DDE
Confirmed COC: NONE SPECIFIED
Potential Description: SOIL
Alias Name: LAUSD-WEEMES ELEM SCHOOL PLAYGROUND EXP
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: WEEMES ELEMENTARY SCHOOL PLAYGROUND
Alias Type: Alternate Name
Alias Name: 110033614453
Alias Type: EPA (FRS #)
Alias Name: 304338
Alias Type: Project Code (Site Code)
Alias Name: 19880015
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 03/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Date: 08/01/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 02/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/28/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/02/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/31/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Facility ID:	19880015
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	.64
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304338
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	11/12/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.02109
Longitude:	-118.2965
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Chlordane, Chlordane, Dieldrin, DDD, DDT, Lead, DDE
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAUSD-WEEMES ELEM SCHOOL PLAYGROUND EXP
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	WEEMES ELEMENTARY SCHOOL PLAYGROUND
Alias Type:	Alternate Name
Alias Name:	110033614453
Alias Type:	EPA (FRS #)
Alias Name:	304338
Alias Type:	Project Code (Site Code)
Alias Name:	19880015
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/19/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	10/23/2003
Comments:	Not reported

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 03/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 08/01/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 02/10/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/28/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/28/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/02/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/12/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/21/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

WEEMES ELEMENTARY SCHOOL PLAYGROUND (Continued) **S105628620**

Completed Date:	01/31/2003
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S121698694	MOM'S CLEANERS	2520 S FIGUEROA ST	90007	DRYCLEANERS
LOS ANGELES	S121693467	MOM'S CLEANERS	2520 S FIGUEROA	90007	DRYCLEANERS
LOS ANGELES	S121696357	MOM'S CLEANERS, YOUN KI KWAK	2520 S FIGUEROA	90007	DRYCLEANERS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 37

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 26

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 05/29/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 48

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/28/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 46

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 74

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO
Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/28/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 39

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 07/06/2018
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 38

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICE: ICE
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 07/05/2018
Number of Days to Update: 50

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 43

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/18/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 65

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 27

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/02/2018
Date Data Arrived at EDR: 08/06/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 14

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 44

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/12/2018
Date Data Arrived at EDR: 07/12/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 50

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/02/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 72

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 05/09/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 34

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 60

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/16/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/18/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Semi-Annually

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/22/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/31/2018
Number of Days to Update: 68

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/30/2018
Date Data Arrived at EDR: 06/01/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 05/22/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/13/2018
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 31

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 07/02/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 41

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 45

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 42

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 45

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/06/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/07/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 52

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO. SAM: Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 06/07/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 28

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 56

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 52

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 59

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 58

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 40

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 30

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/19/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 21

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 35

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 33

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 58

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 04/26/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 28

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/20/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 9

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/10/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 31

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/12/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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Converse Consultants
Geotechnical Engineering, Environmental and Groundwater Science, Inspection and Testing Services

August 30, 2018

Ms. Lauren Paull
Latham & Watkins, LLP
355 South Grand Avenue
Suite 100
Los Angeles, California 90071-1560

Subject: **REGULATORY DATABASE REVIEW**
1320-1322 West 12th Place & 1315 West Pico Boulevard
Los Angeles, California 90015
Converse Project No. 18-42-165-01

Ms. Paull:

Converse Consultants (Converse) has completed a *Regulatory Database Review* for the referenced property in accordance with our August 17, 2018 proposal.

According to information from Latham & Watkins, LLP, the purpose of this review is to determine potential environmental concerns at the Property prior to the construction of a proposed freeway sign. Construction at the Property will include a directly buried sign that would measure approximately 16 feet in diameter and approximately 46 feet deep.

Summary of Findings

Converse has reviewed information that was obtained from a regulatory database report prepared specifically for the Property. The regulatory database report has followed the standard practices of American Society for Testing materials (ASTM) Phase I Environmental Site Assessment Process (Standard: E1527-13). A copy of the Environmental Data Resources (EDR) regulatory database report, dated August 21, 2018, is appended to the report.

The Property was identified on the following databases in the regulatory database report:

- Ganshaw ANDW at 1315 West Pico Boulevard (EDR Site ID A1) was identified on the EDR Historical Auto Stations database in 1933. The Property was identified as an automobile repairing facility. No further information was provided.

- Lynne Beavers Association at 1322 West 12th Place (EDR Site ID A2) was identified on the California Statewide Environmental Evaluation and Planning

System Underground Storage Tank (SWEEPS UST) and CA FID UST databases as an inactive tank site. The Facility ID is identified as 19012936. Further discussion concerning historical USTs is provided in the Los Angeles Fire Department (LAFD) regulatory agency file review below.

- Roman Ward Jewelry Institute at 1322 West 12th Place (EDR Site ID A3) was identified on the HAZENT (manifest) database for manifesting approximately 0.01 tons Aqueous solution (2<pH,12.5) containing reactive anion wastes in 2000. Based on the lack of documented releases and presumed proper handling, this listing is not an environmental concern.

The adjoining properties were identified on the following databases on the regulatory database report:

- Buick Repair Shop at 1319 West Pico Boulevard (EDR Site ID A4), located contiguous to the northwest, was identified on the EDR Historical Auto Stations database in 1924. No further information was noted.

- Colby Poster Printing at 1332 West 12th Place (EDR Site ID A5), located contiguous to the northwest, was identified on the Resource Conservation and Recovery Act Small Quantity Generator (RCRA – SQG), FINDS (Facility Registry Service/Facility Index), Enforcement and Compliance History Online (ECHO) and CA Emissions (EMI) databases. No violations were noted.

- Lonergran W.M at 1327 West 12 Place (EDR Site ID A6) is located to the east, beyond 12th Place and was identified on the EDR Historical Auto Station database from 1933 to 1994. No further information was provided.

- Quong Lee at 1316 Pico Boulevard (EDR Site ID A7) is located to the south beyond West Pico Boulevard and was identified on the EDR Historical Cleaner database from 1939 to 1937. No further information was available.

- Jefferies Banknote Company at 1330 West Pico Boulevard (EDR Site ID D26, D27 and D28) is located to the south beyond West Pico Boulevard and was identified on the California (CA) Envirostor, CA Historical UST databases and EDR Historical Cleaner. This site was identified as a historical site as of August 21, 1995. Potential Contaminants of Concern (COC) include lead, Chromium VI, and nickel. This site was historically equipped with a 2,000-gallon UST installed in 1976. This site was also identified as a historical cleaner in 1929.

Based on the current regulatory status, lack of violations and/or non-contiguous locations of these sites, these adjoining sites are not expected to represent an environmental concern to the Property.

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In addition to the regulatory database report, Converse reviewed the following available online regulatory databases for the Property.

U.S. Department of Transportation, Pipeline and Hazardous Material Safety Administration (PHMSA)

PHMSA online mapping system for gas transmission pipelines or hazardous liquid pipelines in Los Angeles County was reviewed (https://www.npms.phmsa.dot.gov/default.htm). No pipelines are located on the Property or adjacent properties.

California Environmental Protection Agency (Cal/EPA), Department of Toxic Substances Control (DTSC)

The Envirostor website (http://www.envirostor.dstc.ca.gov/public) was reviewed for information. The Property was not listed in the database.

Cal/EPA, Los Angeles Regional Water Quality Control Board (RWQCB)

The Geotracker website (http://geotracker.waterboards.ca.gov) was reviewed for information. The Property was not listed in the database.

California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR)

A review of DOGGR Online Mapping system (http://maps.conservation.ca.gov/doms/doms-app.html) was conducted. According to the DOGGR Well Finder database, no oil or gas wells are located on the Property or adjacent properties.

South Coast Air Quality Management District (SCAQMD)

Records were reviewed on SCAQMD's online Facility Information Detail database (FINDs) database. The Property was not listed in the database.

Converse also reviewed records on file with LAFD in regards to the UST listing for the Property address of 1322 W 12th Place. The following information was provided by LAFD.

- A July 27, 1991 permit was issued to abandon (close) atmospheric tanks per specifications submitted to the Fire Prevention Bureau and subject to field inspector's approval.

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- Underground Storage Tank Removal Soil Sample Analysis – 1322 West 12th Place, Los Angeles, California prepared by Geological Audit Services, Inc. dated August 20, 1990. According to the report], a 2,000-gallon steel gasoline tank was removed from the Property in August 1990. Two (2) soil samples were obtained from 3 feet below each end of the former tank location and analyzed for total petroleum hydrocarbons (TPH) and Benzene, Toluene, Ethylbenzene and Xylenes (BTEX) in accordance with Environmental Protection Agency (EPA) Methods 8015 and 8020, respectively. Concentrations of TPH and BTEX were not detected in either sample. Based on the analytical results, Geological Services requested closure of the former UST located at the Property.

Based on this information, the former UST is not an environmental concern.

Conclusions

Converse has performed a *Regulatory Database Review* for the Property at 1320-1322 West 12th Place and 1315 West Pico Boulevard in the City of Los Angeles, Los Angeles County, California. This assessment has revealed no evidence of *recognized environmental conditions* in connection to the *Property*.

Closure & Reliance

This report is for the sole benefit and exclusive use of Latham & Watkins, LLP and the Los Angeles Football Club (LAFC) in accordance with the terms and conditions attached to our proposal under which these services have been provided. Its preparation has been in accordance with generally accepted environmental practices. No other warranty, either express or implied, is made. The Scope of Services associated with the report was designed solely in accordance with the objectives, schedule, budget, and risk-management preferences of Latham & Watkins, LLP and the LAFC.

This report should not be regarded as a guarantee that no further contamination, beyond that which could be detected within the scope of this assessment, is present at the Property. Converse makes no warranties or guarantees as to the accuracy or completeness of information provided or compiled by others. It is possible that information exists beyond the scope of this assessment. It is not possible to absolutely confirm that no hazardous materials and/or substances exist at the Property. If none are identified as part of a limited scope of work, such a conclusion should not be construed as a guaranteed absence of such materials, but merely the results of the evaluation of the property at the time of the assessment. Also, events may occur after the Property visit, which may result in contamination of the Property. Additional

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information, which was not found or available to Converse at the time of report preparation, may result in a modification of the conclusions and recommendations presented.

We appreciate the opportunity to be of service to you. If you should have any questions or comments regarding the contents of this letter, please contact Laura Tanaka at (714) 444-9660.

Sincerely,

CONVERSE CONSULTANTS

Sue Krobthong
Project Environmental Scientist

Laura Tanaka
Principal Environmental Scientist

Dist.: 1/Addressee via electronic mail

Attachments: EDR Radius Report
LAFD Records

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1320-1322 West 12th Place & 1315 West Pico
1320-1322 West 12th Place & 1315 West Pico
Los Angeles, CA 90015

Inquiry Number: 5399872.2s
August 21, 2018

The EDR Radius Map™ Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1320-1322 WEST 12TH PLACE & 1315 WEST PICO
LOS ANGELES, CA 90015

COORDINATES

Latitude (North):	34.0435850 - 34˚ 2' 36.90''
Longitude (West):	118.2732540 - 118˚ 16' 23.71''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	382471.6
UTM Y (Meters):	3767525.2
Elevation:	241 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
1320-1322 WEST 12TH PLACE & 1315 WEST PICO
LOS ANGELES, CA 90015

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	GANSHAW ANDW	1315 W PICO BLVD	EDR Hist Auto		TP
A2	LYNNE BEAVERS ASSOC.	1322 W 12TH PL	CA SWEEPS UST, CA FID UST		TP
A3	ROMAN WARD JEWELRY I	1322 W 12TH PLACE	CA HAZNET		TP
A4	BUICK REPAIR SHOP	1319 W PICO BLVD	EDR Hist Auto	Lower	24, 0.005, WSW
A5	COLBY POSTER PRINTIN	1332 WEST 12TH PLACE	RCRA-SQG, FINDS, ECHO, CA EMI	Lower	34, 0.006, NNW
A6	LONERGAN W M	1327 W 12TH ST	EDR Hist Auto	Higher	89, 0.017, NNE
A7	QUONG LEE	1316 W PICO BLVD	EDR Hist Cleaner	Lower	105, 0.020, South
A8	SANTA BARBARA STAR M	1401 W PICO BLVD	CA SWEEPS UST, CA FID UST	Lower	106, 0.020, WSW
A9	WALKERS AUTOMOTIVE S	1401 W PICO BLVD	EDR Hist Auto	Lower	106, 0.020, WSW
A10	LEE QUONG	1314 W PICO BLVD	EDR Hist Cleaner	Lower	108, 0.020, South
A11	GHOS GAS STATION	1404 S PICO BLV	EDR Hist Auto	Lower	133, 0.025, WSW
A12	HOLLAND J C	1406 W PICO BLVD	EDR Hist Cleaner	Lower	138, 0.026, WSW
A13	CIVIC CENTER AUTO BO	1403 W PICO BLVD	RCRA-SQG, FINDS, ECHO	Lower	159, 0.030, WNW
A14	WARREN FOLSOM	1405 W PICO BLVD	EDR Hist Auto	Lower	219, 0.041, WNW
B15	BERRY A J	1241 W PICO BLVD	EDR Hist Auto	Higher	267, 0.051, SSE
B16	BLAIR J F	1243 W PICO BLVD	EDR Hist Auto	Higher	267, 0.051, SSE
B17	CHAPMAN BIERHAUS	1233 W PICO BLVD	EDR Hist Auto	Higher	269, 0.051, SSE
B18	DALE J E	1231 W PICO BLVD	EDR Hist Auto	Higher	269, 0.051, SSE
B19	MC FARLAND MARGT MRS	1227 W PICO BLVD	EDR Hist Auto	Higher	270, 0.051, SSE
B20	CON ROD CORP	1226 W PICO BLVD	EDR Hist Auto	Higher	292, 0.055, SSE
B21	MC BRIDE R F	1224 W PICO BLVD	EDR Hist Auto	Higher	292, 0.055, SSE
C22	CONRAD ALONZO	1415 W PICO BLVD	EDR Hist Auto	Lower	308, 0.058, West
C23	GRATEFUL THOS	1412 W PICO BLVD	EDR Hist Cleaner	Lower	313, 0.059, WSW
C24	AUTOMOBILE RECONSTRU	1425 W PICO BLVD	EDR Hist Auto	Lower	341, 0.065, West
D25	JEFFRIES BANKNOTE CO	1330 W PICO BLVD	SEMS-ARCHIVE, RCRA-LQG, CA HIST UST, FINDS, ECHO,...	Lower	358, 0.068, SSW
D26	JEFFRIES BAHKNOTE CO	1330 W PICO BLVE	CA HIST UST	Lower	358, 0.068, SSW
D27	JEFFRIES BANKNOTE CO	1330 WEST PICO BLVD	CA ENVIROSTOR	Lower	358, 0.068, SSW
D28	VALDEZ BENJ	1330 W PICO BLVD	EDR Hist Cleaner	Lower	358, 0.068, SSW
B29	MORVAY STEPH	1204 W PICO BLVD	EDR Hist Auto	Higher	360, 0.068, SSE
E30	PPG INDUSTRIES, INC	1321 W 12TH ST	RCRA-SQG, FINDS, ECHO	Lower	361, 0.068, NNE
B31	SOLOMAN HARRY	1200 W PICO BLVD	EDR Hist Auto	Higher	375, 0.071, SSE
F32	LONERGAN W M	1420 W 12TH ST	EDR Hist Auto	Lower	457, 0.087, NNW
C33	GREMLI HENRY	1242 VALENCIA WY	EDR Hist Auto	Lower	464, 0.088, WNW
G34	MC CARDELL C F	1204 W 12TH ST	EDR Hist Auto	Lower	471, 0.089, ENE
H35	BURDICK KRESS	1120 W PICO BLVD	EDR Hist Auto	Lower	549, 0.104, SE
H36	SING CHAS	1110 W PICO BLVD	EDR Hist Cleaner	Lower	576, 0.109, SE
H37	WEMBERG AL	1100 W PICO BLVD	EDR Hist Auto	Lower	587, 0.111, SE
E38	BUSINESS CARDS TOMOR	1334 W 11TH PL	RCRA-SQG, FINDS, ECHO, CA HAZNET	Lower	589, 0.112, NNE
C39	WONG YEN	1512 W PICO BLVD	EDR Hist Cleaner	Lower	590, 0.112, West

MAPPED SITES SUMMARY

Target Property Address:
1320-1322 WEST 12TH PLACE & 1315 WEST PICO
LOS ANGELES, CA 90015

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
G40	PUCKETT C N	1200 W 12TH ST	EDR Hist Auto	Lower	604, 0.114, East
I41	CHEEK N C	1513 W 12TH ST	EDR Hist Auto	Lower	633, 0.120, NW
F42	SWANSON V J	1500 W 12TH ST	EDR Hist Auto	Lower	649, 0.123, NNW
I43	GEORGE RICE III	1506 W 12TH ST	CA SWEEPS UST, CA FID UST	Lower	723, 0.137, NNW
I44	DHHS/U.S.FOOD & DRUG	1521 W. PICO BLVD	SEMS-ARCHIVE, RCRA-SQG, FINDS, ECHO, NY MANIFEST	Lower	834, 0.158, WNW
J45	CHEVRON #9-0054	1312 011TH ST W	CA LUST, CA HIST CORTESE	Lower	903, 0.171, NE
J46	CHEVRON #9-0054	1312 WEST 11TH STREE	CA UST	Lower	908, 0.172, NNE
J47	CHEVRON STATION 9005	1312 W ELEVENTH ST	RCRA-SQG, FINDS, ECHO	Lower	908, 0.172, NNE
J48	90054	1312 W 11TH ST	CA HIST UST	Lower	908, 0.172, NNE
J49	CENTER CITY CHEVRON	1312 W 11TH ST	CA SWEEPS UST, CA FID UST	Lower	908, 0.172, NNE
J50	CHEVRON 90054	1312 W 11TH ST	CA HIST UST, CA HAZNET	Lower	908, 0.172, NNE
J51	CHEVRON #9-0054	1312 WEST 11TH STREE	CA UST	Lower	908, 0.172, NNE
K52	LOS ANGELES CONVENTI	1201 S FIGUEROA ST	CA SWEEPS UST, CA HIST UST, CA FID UST, CA WDS	Lower	1046, 0.198, ESE
K53	FUJI PHOTO FILM USA	1201 S FIGUEROA ST B	RCRA-SQG	Lower	1046, 0.198, ESE
K54	LOS ANGELES CONVENTI	1201 S FIGUEROA ST	RCRA-SQG	Lower	1046, 0.198, ESE
K55	L A CONVENTION CENTE	1201 S FIGUEROA ST	CA UST	Lower	1046, 0.198, ESE
K56	CONVENTION CENTER	1201 FIGUEROA ST S	CA LUST, CA ENF, CA HIST CORTESE, CA CIWQS	Lower	1046, 0.198, ESE
K57	CITY OF L A GENERAL	1201 S FIGUEROA ST	CA DRYCLEANERS	Lower	1046, 0.198, ESE
J58	UNOCAL 76	1045 S BLAINE ST	CA UST	Lower	1051, 0.199, NE
J59	MR SIPPEE	1045 BLAINE STREET	CA HIST UST, CA FID UST	Lower	1051, 0.199, NE
J60	MR. SIPPEE	1045 BLAINE ST	CA LUST, CA HIST UST	Lower	1051, 0.199, NE
J61	NASA OIL CORPORATION	1045 BLAINE ST	CA UST, CA SWEEPS UST	Lower	1051, 0.199, NE
J62	MR SIPPEEC - NASA NO	1045 SOUTH BLAINE ST	CA HIST UST	Lower	1051, 0.199, NE
J63	MR. SIPPEES - NASA N	1045 BLAINE ST	CA HIST UST	Lower	1051, 0.199, NE
K64	STAPLES ARENA	740-750 WEST 10TH PL	CA CPS-SLIC	Lower	1129, 0.214, East
65	LOS ANGELES - W 11TH	1554 W 11TH PL	US BROWNFIELDS, FINDS	Lower	1209, 0.229, NNW
L66	ARMORED TRANSPORT OF	1612 W PICO BLVD	CA UST, CA HIST UST	Lower	1309, 0.248, WNW
L67	ARMORED TRANSPORT OF	1612 W PICO BLVD	CA SWEEPS UST, CA FID UST	Lower	1309, 0.248, WNW
L68	ARMORED TRANSPORT, I	1612 WEST PICO BOULE	CA UST	Lower	1309, 0.248, WNW
L69	ARMORED TRANSPORT IN	1612 PICO BLVD	CA LUST	Lower	1309, 0.248, WNW
70	CALTRANS - TRANSIT C	110 FWY	CA CPS-SLIC	Lower	1699, 0.322, South
M71	CITY OF LOS ANGELES	1111 FIGUEROA	CA CPS-SLIC	Higher	1752, 0.332, East
M72	CITY OF LOS ANGELES	1111 S FIGUEROA	CA CPS-SLIC	Higher	1764, 0.334, East
M73	DEMOCRATIC NATIONAL	1111 SOUTH FIGUEROA	SEMS	Higher	1764, 0.334, East
74	BELMONT PRIMARY CENT	950 SOUTH ALBANY STR	CA ENVIROSTOR, CA SCH	Higher	1796, 0.340, NNE
75	BELMONT NEW PRIMARY	927-937 BLAINE STREE	CA ENVIROSTOR, CA SCH	Higher	1962, 0.372, NNE
76	CHEVRON #9-3929	1600 OLYMPIC BLVD W	CA LUST, CA HIST CORTESE	Higher	1975, 0.374, NNW
N77	BUSINESS SERVICE CEN	604 15TH ST E	CA LUST	Lower	2142, 0.406, SSE
N78	TOYOTA DEALERSHIP	1600 SOUTH FIGUEROA	CA CPS-SLIC, CA FID UST	Lower	2412, 0.457, SSE

MAPPED SITES SUMMARY

Target Property Address:
1320-1322 WEST 12TH PLACE & 1315 WEST PICO
LOS ANGELES, CA 90015

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
79	G & P RECYCLING CENT	1016 W 18TH ST	CA SWRCY	Lower	2419, 0.458, SW
80	ARCO #5033	1151 S FLOWER ST	CA LUST	Higher	2425, 0.459, ESE
O81	UNOCAL #0152 FORMER	1800 OLYMPIC	CA HIST CORTESE	Higher	2500, 0.473, NNW
82	LOOMIS	1929 PICO, WEST	CA LUST	Lower	2546, 0.482, WNW
83	AT & T	801 WASHINGTON BLVD	CA LUST, CA HIST CORTESE	Lower	2558, 0.484, SSW
84	DOWNTOWN CAR WASH	811 OLYMPIC BLVD W	CA LUST	Higher	2632, 0.498, ENE
O85	CITY NATIONAL BANK	1801 W OLYMPIC BLVD	RCRA-SQG, CA LUST, CA UST, CA SWEEPS UST, FINDS,...	Higher	2637, 0.499, NNW
86	ORIGINAL CYLINDER CO	1812 GEORGIA	SEMS-ARCHIVE	Lower	2639, 0.500, South
87	JOHNSON BRONZE COMPA	1818 S. GRAND AVENUE	CA ENVIROSTOR	Lower	3852, 0.730, SSE
88	BELMONT NEW ELEMENTA	680 LITTLE ST	CA ENVIROSTOR, CA SCH, CA HIST CORTESE	Higher	3938, 0.746, North
89	GOOD SAMARITAN HOSPI	1225 WILSHIRE	CA ENVIROSTOR, CA LUST	Higher	4170, 0.790, NE
90	FC BROADWAY AND HILL	1108 S HILL STREET	CA ENVIROSTOR, CA VCP, CA HAZNET	Higher	4194, 0.794, ESE
P91	CENTRAL LOS ANGELES	UNION AVENUE/WILSHIR	CA ENVIROSTOR, CA SCH	Higher	4203, 0.796, NNE
P92	ESPERANZA LEARNING C	LITTLE STREET/INGRAM	CA ENVIROSTOR, CA SCH	Higher	4227, 0.801, North
93	MAGNOLIA ELEMENTARY	1626 SOUTH ORCHARD A	CA ENVIROSTOR, CA SCH	Lower	4450, 0.843, West
94	FC BROADWAY AND HILL	1201 S MAIN STREET	CA ENVIROSTOR, CA VCP	Lower	4463, 0.845, ESE
95	PARK VIEW VILLAGE	933 - 937 SOUTH PARK	CA ENVIROSTOR	Higher	4694, 0.889, NW
96	GRATTS NEW PRIMARY C	WEST 6TH STREET/BIXE	CA ENVIROSTOR, CA SCH	Higher	5098, 0.966, NE
Q97	CENTRAL REGION MACAR	PARK VIEW STREET/GRA	CA ENVIROSTOR, CA SCH	Higher	5170, 0.979, NNW
98	ORTHOPEDIC HOSPITAL	WEST ADAMS BOULEVARD	CA ENVIROSTOR, CA SCH	Lower	5219, 0.988, South
Q99	BELMONT/HOLLYWOOD PR	2300 WEST 7TH STREET	CA ENVIROSTOR, CA SCH	Higher	5221, 0.989, NNW
100	CENTRAL LOS ANGELES	1550 WEST WASHINGTON	CA ENVIROSTOR, CA SCH	Lower	5235, 0.991, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
GANSHAW ANDW 1315 W PICO BLVD LOS ANGELES, CA	EDR Hist Auto	N/A
LYNNE BEAVERS ASSOC. 1322 W 12TH PL LOS ANGELES, CA 90015	CA SWEEPS UST Comp Number: 7914 CA FID UST Facility Id: 19012936 Status: I	N/A
ROMAN WARD JEWELRY I 1322 W 12TH PLACE LOS ANGELES, CA 90015	CA HAZNET GEPAID: CAL000214026	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS ..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System
US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

CA RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

CA SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing
CA AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

CA BROWNFIELDS..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

CA WMUDS/SWAT..... Waste Management Unit Database
CA HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
ODI..... Open Dump Inventory
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

CA AOCONCERN..... San Gabriel Valley Areas of Concern

EXECUTIVE SUMMARY

US HIST CDL	Delisted National Clandestine Laboratory Register
CA HIST Cal-Sites	Historical Calsites Database
CA CDL	Clandestine Drug Labs
CA Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register
CA CERS HAZ WASTE	CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CA CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

CA LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
CA DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CA CHMIRS	California Hazardous Material Incident Report System
CA LDS	Land Disposal Sites Listing
CA MCS	Military Cleanup Sites Listing
CA SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program

EXECUTIVE SUMMARY

UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CA Cortese	"Cortese" Hazardous Waste & Substances Sites List
CA CUPA Listings	CUPA Resources List
CA Financial Assurance	Financial Assurance Information Listing
CA ICE	ICE
CA LOS ANGELES CO. HMS	HMS: Street Number List
CA HWP	EnviroStor Permitted Facilities Listing
CA HWT	Registered Hazardous Waste Transporter Database
CA MINES	Mines Site Location Listing
CA MWMP	Medical Waste Management Program Listing
CA NPDES	NPDES Permits Listing
CA PEST LIC	Pesticide Regulation Licenses Listing
CA PROC	Certified Processors Database
CA Notify 65	Proposition 65 Records
LA Co. Site Mitigation	Site Mitigation List
CA UIC	UIC Listing
CA WASTEWATER PITS	Oil Wastewater Pits Listing
CA WIP	Well Investigation Program Case List
CA CERS	CERS
CA NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
CA UIC GEO	UIC GEO (GEOTRACKER)
CA SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
CA PROJECT	PROJECT (GEOTRACKER)
CA PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
CA OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
CA MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
CA WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

CA RGA LF	Recovered Government Archive Solid Waste Facilities List
CA RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS list

SEMS: SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the SEMS list, as provided by EDR, and dated 05/18/2018 has revealed that there is 1 SEMS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DEMOCRATIC NATIONAL	1111 SOUTH FIGUEROA	E 1/4 - 1/2 (0.334 mi.)	M73	81

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 05/18/2018 has revealed that there are 3 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEFFRIES BANKNOTE CO	***1330 W PICO BLVD***	***SSW 0 - 1/8 (0.068 mi.)***	***D25***	***24***
DHHS/U.S.FOOD & DRUG	***1521 W. PICO BLVD***	***WNW 1/8 - 1/4 (0.158 mi.)***	***I44***	***37***
ORIGINAL CYLINDER CO	1812 GEORGIA	S 1/4 - 1/2 (0.500 mi.)	86	114

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEFFRIES BANKNOTE CO	***1330 W PICO BLVD***	***SSW 0 - 1/8 (0.068 mi.)***	***D25***	***24***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 8 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
COLBY POSTER PRINTIN	***1332 WEST 12TH PLACE***	***NNW 0 - 1/8 (0.006 mi.)***	***A5***	***10***
CIVIC CENTER AUTO BO	***1403 W PICO BLVD***	***WNW 0 - 1/8 (0.030 mi.)***	***A13***	***19***
PPG INDUSTRIES, INC	***1321 W 12TH ST***	***NNE 0 - 1/8 (0.068 mi.)***	***E30***	***30***
BUSINESS CARDS TOMOR	***1334 W 11TH PL***	***NNE 0 - 1/8 (0.112 mi.)***	***E38***	***34***
DHHS/U.S.FOOD & DRUG	***1521 W. PICO BLVD***	***WNW 1/8 - 1/4 (0.158 mi.)***	***I44***	***37***
CHEVRON STATION 9005	***1312 W ELEVENTH ST***	***NNE 1/8 - 1/4 (0.172 mi.)***	***J47***	***46***
FUJI PHOTO FILM USA	1201 S FIGUEROA ST B	ESE 1/8 - 1/4 (0.198 mi.)	K53	56
LOS ANGELES CONVENTI	1201 S FIGUEROA ST	ESE 1/8 - 1/4 (0.198 mi.)	K54	57

State- and tribal - equivalent CERCLIS

CA ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the CA ENVIROSTOR list, as provided by EDR, and dated 04/30/2018 has revealed that there are 17 CA ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BELMONT PRIMARY CENT	***950 SOUTH ALBANY STR***	***NNE 1/4 - 1/2 (0.340 mi.)***	***74***	***82***

Facility Id: 19590009 Status: Certified				
BELMONT NEW PRIMARY Facility Id: 19750090 Status: Inactive - Needs Evaluation	***927-937 BLAINE STREE***	***NNE 1/4 - 1/2 (0.372 mi.)***	***75***	***86***
BELMONT NEW ELEMENTA Facility Id: 19750071 Status: Certified	***680 LITTLE ST***	***N 1/2 - 1 (0.746 mi.)***	***88***	***116***
GOOD SAMARITAN HOSPI Facility Id: 71003074 Status: Refer: Other Agency	***1225 WILSHIRE***	***NE 1/2 - 1 (0.790 mi.)***	***89***	***124***
FC BROADWAY AND HILL Facility Id: 60002032 Status: No Further Action	***1108 S HILL STREET***	***ESE 1/2 - 1 (0.794 mi.)***	***90***	***128***
CENTRAL LOS ANGELES Facility Id: 19550021 Status: Certified	***UNION AVENUE/WILSHIR***	***NNE 1/2 - 1 (0.796 mi.)***	***P91***	***132***
ESPERANZA LEARNING C Facility Id: 19820025 Status: No Action Required	***LITTLE STREET/INGRAM***	***N 1/2 - 1 (0.801 mi.)***	***P92***	***142***
PARK VIEW VILLAGE Facility Id: 19000022 Status: Refer: 1248 Local Agency	933 - 937 SOUTH PARK	NW 1/2 - 1 (0.889 mi.)	95	150
GRATTS NEW PRIMARY C Facility Id: 19880042 Status: Certified	***WEST 6TH STREET/BIXE***	***NE 1/2 - 1 (0.966 mi.)***	***96***	***151***
CENTRAL REGION MACAR Facility Id: 60000831 Status: No Further Action	***PARK VIEW STREET/GRA***	***NNW 1/2 - 1 (0.979 mi.)***	***Q97***	***156***
BELMONT/HOLLYWOOD PR Facility Id: 19590002 Status: Certified	***2300 WEST 7TH STREET***	***NNW 1/2 - 1 (0.989 mi.)***	***Q99***	***162***

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEFFRIES BANKNOTE CO Facility Id: 19270326 Status: Refer: Other Agency	1330 WEST PICO BLVD	SSW 0 - 1/8 (0.068 mi.)	D27	28
JOHNSON BRONZE COMPA Facility Id: 19340506 Status: Refer: Other Agency	1818 S. GRAND AVENUE	SSE 1/2 - 1 (0.730 mi.)	87	115
MAGNOLIA ELEMENTARY Facility Id: 19820078 Status: No Action Required	***1626 SOUTH ORCHARD A***	***W 1/2 - 1 (0.843 mi.)***	***93***	***145***
FC BROADWAY AND HILL Facility Id: 60002033 Status: No Further Action	***1201 S MAIN STREET***	***ESE 1/2 - 1 (0.845 mi.)***	***94***	***148***
ORTHOPEDIC HOSPITAL Facility Id: 19230002 Status: Certified	***WEST ADAMS BOULEVARD***	***S 1/2 - 1 (0.988 mi.)***	***98***	***159***
CENTRAL LOS ANGELES	***1550 WEST WASHINGTON***	***WSW 1/2 - 1 (0.991 mi.)***	***100***	***166***

Facility Id: 19880020
Status: Certified

State and tribal leaking storage tank lists

CA LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA LUST list, as provided by EDR, has revealed that there are 11 CA LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-3929	***1600 OLYMPIC BLVD W***	***NNW 1/4 - 1/2 (0.374 mi.)***	***76***	***89***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/11/2018 Status: Open - Remediation Facility Id: 900150043 Status: Remediation Plan Global Id: T0603700547 Global ID: T0603700547				
ARCO #5033	1151 S FLOWER ST	ESE 1/4 - 1/2 (0.459 mi.)	80	99
Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Global Id: T0603708034				
DOWNTOWN CAR WASH	811 OLYMPIC BLVD W	ENE 1/4 - 1/2 (0.498 mi.)	84	104
Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Global Id: T10000003408				
CITY NATIONAL BANK	***1801 W OLYMPIC BLVD***	***NNW 1/4 - 1/2 (0.499 mi.)***	***O85***	***107***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Facility Id: 900060043 Status: Case Closed Global Id: T0603700473 Global ID: T0603700473				

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0054	***1312 011TH ST W***	***NE 1/8 - 1/4 (0.171 mi.)***	***J45***	***41***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Facility Id: 900150061 Status: Leak being confirmed Global Id: T0603700549 Global ID: T0603700549				
CONVENTION CENTER	***1201 FIGUEROA ST S***	***ESE 1/8 - 1/4 (0.198 mi.)***	***K56***	***59***
Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 06/11/2018				

Status: Completed - Case Closed
Facility Id: 900150089
Status: Case Closed
Global Id: T0603700551
Global ID: T0603700551

MR. SIPPEE ***1045 BLAINE ST*** ***NE 1/8 - 1/4 (0.199 mi.)*** ***J60*** ***67***
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Global Id: T0603741989

ARMORED TRANSPORT IN 1612 PICO BLVD WNW 1/8 - 1/4 (0.248 mi.) L69 78
Database: LUST, Date of Government Version: 06/11/2018
Status: Open - Eligible for Closure
Global Id: T10000005398

BUSINESS SERVICE CEN 604 15TH ST E SSE 1/4 - 1/2 (0.406 mi.) N77 96
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Global Id: T10000005365

LOOMIS 1929 PICO, WEST WNW 1/4 - 1/2 (0.482 mi.) 82 101
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Global Id: T10000002999

AT & T ***801 WASHINGTON BLVD*** ***SSW 1/4 - 1/2 (0.484 mi.)*** ***83*** ***102***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Facility Id: 900150025
Status: Case Closed
Global Id: T0603700545
Global ID: T0603700545

CA CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CA CPS-SLIC list, as provided by EDR, has revealed that there are 5 CA CPS-SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CITY OF LOS ANGELES Database: SLIC REG 4, Date of Government Version: 11/17/2004 Facility Status: Remediation	1111 FIGUEROA	E 1/4 - 1/2 (0.332 mi.)	M71	81
CITY OF LOS ANGELES Database: CPS-SLIC, Date of Government Version: 06/11/2018 Facility Status: Completed - Case Closed Global Id: SL163772345	1111 S FIGUEROA	E 1/4 - 1/2 (0.334 mi.)	M72	81

Lower Elevation	Address	Direction / Distance	Map ID	Page
STAPLES ARENA Database: CPS-SLIC, Date of Government Version: 06/11/2018	740-750 WEST 10TH PL	E 1/8 - 1/4 (0.214 mi.)	K64	73

Facility Status: Completed - Case Closed Global Id: SLT4L8561883				
CALTRANS - TRANSIT C Database: CPS-SLIC, Date of Government Version: 06/11/2018 Facility Status: Completed - Case Closed Global Id: SLT43194192	110 FWY	S 1/4 - 1/2 (0.322 mi.)	70	80
TOYOTA DEALERSHIP Database: CPS-SLIC, Date of Government Version: 06/11/2018 Facility Status: Open - Remediation Global Id: T10000007198	***1600 SOUTH FIGUEROA***	***SSE 1/4 - 1/2 (0.457 mi.)***	***N78***	***97***

State and tribal registered storage tank lists

CA UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the CA UST list, as provided by EDR, has revealed that there are 7 CA UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0054 Database: UST CLOSURE, Date of Government Version: 06/11/2018	1312 WEST 11TH STREE	NNE 1/8 - 1/4 (0.172 mi.)	J46	46
CHEVRON #9-0054 Database: UST CLOSURE, Date of Government Version: 06/11/2018	1312 WEST 11TH STREE	NNE 1/8 - 1/4 (0.172 mi.)	J51	52
L A CONVENTION CENTE Database: UST, Date of Government Version: 06/11/2018 Facility Id: 23877	1201 S FIGUEROA ST	ESE 1/8 - 1/4 (0.198 mi.)	K55	59
UNOCAL 76 Database: UST, Date of Government Version: 06/11/2018	1045 S BLAINE ST	NE 1/8 - 1/4 (0.199 mi.)	J58	66
NASA OIL CORPORATION Database: UST, Date of Government Version: 06/11/2018 Facility Id: 24755	***1045 BLAINE ST***	***NE 1/8 - 1/4 (0.199 mi.)***	***J61***	***71***
ARMORED TRANSPORT OF Database: UST, Date of Government Version: 06/11/2018 Facility Id: 24985	***1612 W PICO BLVD***	***WNW 1/8 - 1/4 (0.248 mi.)***	***L66***	***76***
ARMORED TRANSPORT, I Database: UST CLOSURE, Date of Government Version: 06/11/2018	1612 WEST PICO BOULE	WNW 1/8 - 1/4 (0.248 mi.)	L68	78

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 03/19/2018 has revealed that there

is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES - W 11TH	***1554 W 11TH PL***	***NNW 1/8 - 1/4 (0.229 mi.)***	***65***	***73***

Local Lists of Landfill / Solid Waste Disposal Sites

CA SWRCY: A listing of recycling facilities in California.

A review of the CA SWRCY list, as provided by EDR, and dated 06/11/2018 has revealed that there is 1 CA SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
G & P RECYCLING CENT Cert Id: RC203214.001	1016 W 18TH ST	SW 1/4 - 1/2 (0.458 mi.)	79	98

Local Lists of Registered Storage Tanks

CA SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the CA SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 6 CA SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SANTA BARBARA STAR M Status: A Tank Status: A Comp Number: 1357	***1401 W PICO BLVD***	***WSW 0 - 1/8 (0.020 mi.)***	***A8***	***18***
GEORGE RICE III Comp Number: 4093	***1506 W 12TH ST***	***NNW 1/8 - 1/4 (0.137 mi.)***	***I43***	***36***
CENTER CITY CHEVRON Status: A Tank Status: A Comp Number: 3442	***1312 W 11TH ST***	***NNE 1/8 - 1/4 (0.172 mi.)***	***J49***	***48***
LOS ANGELES CONVENTI Status: A Comp Number: 2905	***1201 S FIGUEROA ST***	***ESE 1/8 - 1/4 (0.198 mi.)***	***K52***	***52***
NASA OIL CORPORATION Status: A Comp Number: 4694	***1045 BLAINE ST***	***NE 1/8 - 1/4 (0.199 mi.)***	***J61***	***71***
ARMORED TRANSPORT OF Status: A Tank Status: A Comp Number: 300	***1612 W PICO BLVD***	***WNW 1/8 - 1/4 (0.248 mi.)***	***L67***	***77***

EXECUTIVE SUMMARY

CA HIST UST: Historical UST Registered Database.

A review of the CA HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 10 CA HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
JEFFRIES BANKNOTE CO Facility Id: 00000029521	***1330 W PICO BLVD***	***SSW 0 - 1/8 (0.068 mi.)***	***D25***	***24***
JEFFRIES BAHKNOTE CO	1330 W PICO BLVE	SSW 0 - 1/8 (0.068 mi.)	D26	28
90054 Facility Id: 00000061698	1312 W 11TH ST	NNE 1/8 - 1/4 (0.172 mi.)	J48	47
CHEVRON 90054	***1312 W 11TH ST***	***NNE 1/8 - 1/4 (0.172 mi.)***	***J50***	***50***
LOS ANGELES CONVENTI Facility Id: 00000052638	***1201 S FIGUEROA ST***	***ESE 1/8 - 1/4 (0.198 mi.)***	***K52***	***52***
MR SIPPEE	***1045 BLAINE STREET***	***NE 1/8 - 1/4 (0.199 mi.)***	***J59***	***66***
MR. SIPPEE Facility Id: 00000069266	***1045 BLAINE ST***	***NE 1/8 - 1/4 (0.199 mi.)***	***J60***	***67***
MR SIPPEEC - NASA NO	1045 SOUTH BLAINE ST	NE 1/8 - 1/4 (0.199 mi.)	J62	71
MR. SIPPEES - NASA N Facility Id: 00000068276	1045 BLAINE ST	NE 1/8 - 1/4 (0.199 mi.)	J63	72
ARMORED TRANSPORT OF Facility Id: 00000003878	***1612 W PICO BLVD***	***WNW 1/8 - 1/4 (0.248 mi.)***	***L66***	***76***

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 6 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SANTA BARBARA STAR M Facility Id: 19055389 Status: A	***1401 W PICO BLVD***	***WSW 0 - 1/8 (0.020 mi.)***	***A8***	***18***
GEORGE RICE III Facility Id: 19054326 Status: I	***1506 W 12TH ST***	***NNW 1/8 - 1/4 (0.137 mi.)***	***I43***	***36***
CENTER CITY CHEVRON Facility Id: 19010274 Status: A	***1312 W 11TH ST***	***NNE 1/8 - 1/4 (0.172 mi.)***	***J49***	***48***
LOS ANGELES CONVENTI Facility Id: 19001844 Status: I	***1201 S FIGUEROA ST***	***ESE 1/8 - 1/4 (0.198 mi.)***	***K52***	***52***
MR SIPPEE Facility Id: 19014256 Status: A	***1045 BLAINE STREET***	***NE 1/8 - 1/4 (0.199 mi.)***	***J59***	***66***
ARMORED TRANSPORT OF Facility Id: 19026948 Status: A	***1612 W PICO BLVD***	***WNW 1/8 - 1/4 (0.248 mi.)***	***L67***	***77***

Other Ascertainable Records

CA DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CA DRYCLEANERS list, as provided by EDR, has revealed that there is 1 CA DRYCLEANERS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CITY OF L A GENERAL Database: DRYCLEANERS, Date of Government Version: 05/31/2018 EPA Id: CAD981631716 EPA Id: CAD981988876	1201 S FIGUEROA ST	ESE 1/8 - 1/4 (0.198 mi.)	K57	65

CA HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the CA HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 6 CA HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-3929 Reg Id: 900150043	***1600 OLYMPIC BLVD W***	***NNW 1/4 - 1/2 (0.374 mi.)***	***76***	***89***
UNOCAL #0152 FORMER Reg Id: 900210098	1800 OLYMPIC	NNW 1/4 - 1/2 (0.473 mi.)	O81	100
CITY NATIONAL BANK Reg Id: 900060043	***1801 W OLYMPIC BLVD***	***NNW 1/4 - 1/2 (0.499 mi.)***	***O85***	***107***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0054 Reg Id: 900150061	***1312 011TH ST W***	***NE 1/8 - 1/4 (0.171 mi.)***	***J45***	***41***
CONVENTION CENTER Reg Id: 900150089	***1201 FIGUEROA ST S***	***ESE 1/8 - 1/4 (0.198 mi.)***	***K56***	***59***
AT & T Reg Id: 900150025	***801 WASHINGTON BLVD***	***SSW 1/4 - 1/2 (0.484 mi.)***	***83***	***102***

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, and dated 04/30/2018 has revealed that there is 1 NY MANIFEST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DHHS/U.S.FOOD & DRUG	***1521 W. PICO BLVD***	***WNW 1/8 - 1/4 (0.158 mi.)***	***I44***	***37***

EXECUTIVE SUMMARY

EPA ID: CAD981428618

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 24 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LONERGAN W M	1327 W 12TH ST	NNE 0 - 1/8 (0.017 mi.)	A6	17
BERRY A J	1241 W PICO BLVD	SSE 0 - 1/8 (0.051 mi.)	B15	21
BLAIR J F	1243 W PICO BLVD	SSE 0 - 1/8 (0.051 mi.)	B16	22
CHAPMAN BIERHAUS	1233 W PICO BLVD	SSE 0 - 1/8 (0.051 mi.)	B17	22
DALE J E	1231 W PICO BLVD	SSE 0 - 1/8 (0.051 mi.)	B18	22
MC FARLAND MARGT MRS	1227 W PICO BLVD	SSE 0 - 1/8 (0.051 mi.)	B19	22
CON ROD CORP	1226 W PICO BLVD	SSE 0 - 1/8 (0.055 mi.)	B20	23
MC BRIDE R F	1224 W PICO BLVD	SSE 0 - 1/8 (0.055 mi.)	B21	23
MORVAY STEPH	1204 W PICO BLVD	SSE 0 - 1/8 (0.068 mi.)	B29	30
SOLOMAN HARRY	1200 W PICO BLVD	SSE 0 - 1/8 (0.071 mi.)	B31	32

Lower Elevation	Address	Direction / Distance	Map ID	Page
BUICK REPAIR SHOP	1319 W PICO BLVD	WSW 0 - 1/8 (0.005 mi.)	A4	10
WALKERS AUTOMOTIVE S	1401 W PICO BLVD	WSW 0 - 1/8 (0.020 mi.)	A9	18
GHOS GAS STATION	1404 S PICO BLV	WSW 0 - 1/8 (0.025 mi.)	A11	19
WARREN FOLSOM	1405 W PICO BLVD	WNW 0 - 1/8 (0.041 mi.)	A14	21
CONRAD ALONZO	1415 W PICO BLVD	W 0 - 1/8 (0.058 mi.)	C22	23
AUTOMOBILE RECONSTRU	1425 W PICO BLVD	W 0 - 1/8 (0.065 mi.)	C24	23
LONERGAN W M	1420 W 12TH ST	NNW 0 - 1/8 (0.087 mi.)	F32	32
GREMLI HENRY	1242 VALENCIA WY	WNW 0 - 1/8 (0.088 mi.)	C33	32
MC CARDELL C F	1204 W 12TH ST	ENE 0 - 1/8 (0.089 mi.)	G34	33
BURDICK KRESS	1120 W PICO BLVD	SE 0 - 1/8 (0.104 mi.)	H35	33
WEMBERG AL	1100 W PICO BLVD	SE 0 - 1/8 (0.111 mi.)	H37	33
PUCKETT C N	1200 W 12TH ST	E 0 - 1/8 (0.114 mi.)	G40	36
CHEEK N C	1513 W 12TH ST	NW 0 - 1/8 (0.120 mi.)	I41	36
SWANSON V J	1500 W 12TH ST	NNW 0 - 1/8 (0.123 mi.)	F42	36

EXECUTIVE SUMMARY

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

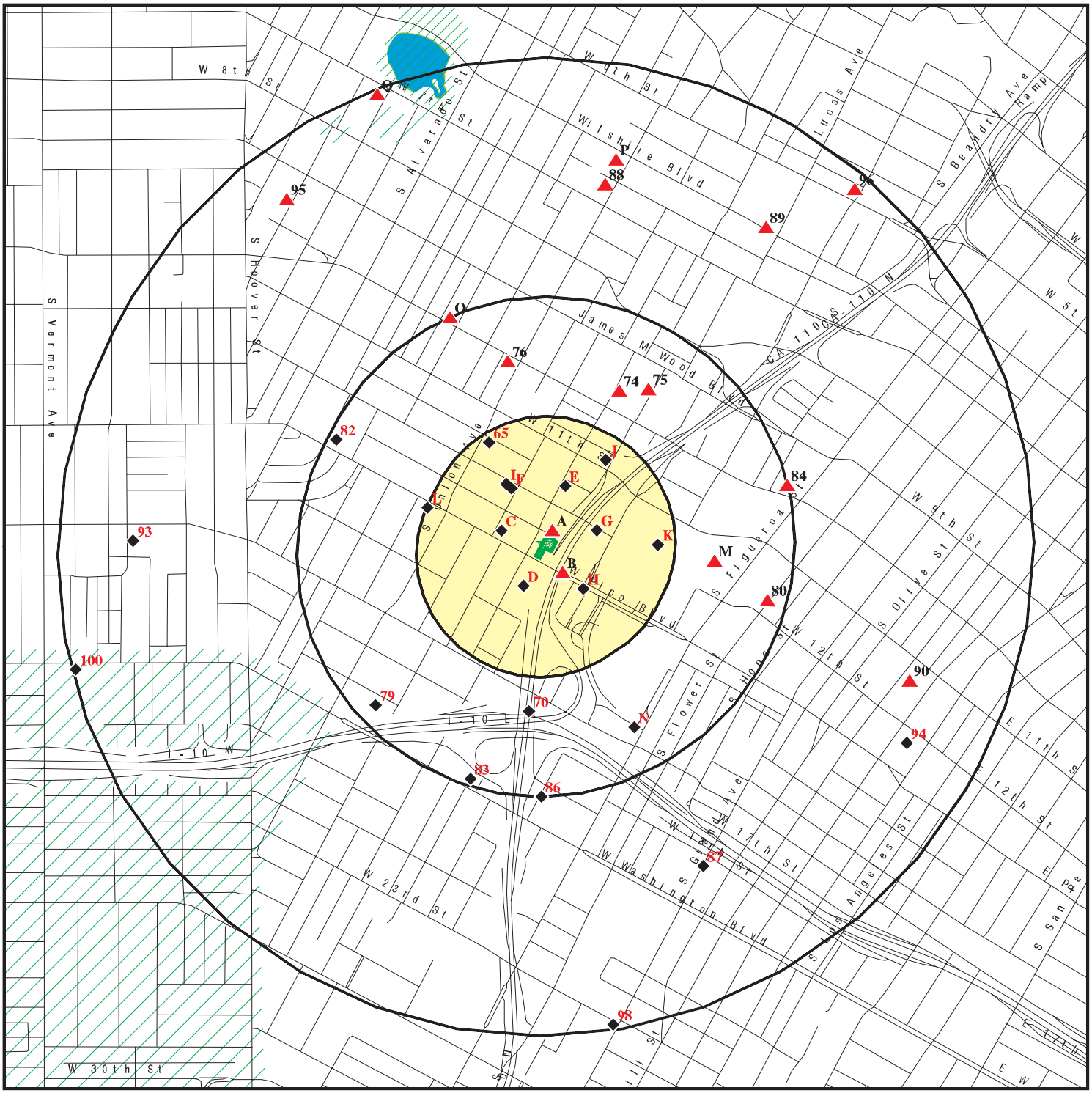
A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 7 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
QUONG LEE	1316 W PICO BLVD	S 0 - 1/8 (0.020 mi.)	A7	17
LEE QUONG	1314 W PICO BLVD	S 0 - 1/8 (0.020 mi.)	A10	19
HOLLAND J C	1406 W PICO BLVD	WSW 0 - 1/8 (0.026 mi.)	A12	19
GRATEFUL THOS	1412 W PICO BLVD	WSW 0 - 1/8 (0.059 mi.)	C23	23
VALDEZ BENJ	1330 W PICO BLVD	SSW 0 - 1/8 (0.068 mi.)	D28	30
SING CHAS	1110 W PICO BLVD	SE 0 - 1/8 (0.109 mi.)	H36	33
WONG YEN	1512 W PICO BLVD	W 0 - 1/8 (0.112 mi.)	C39	35

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 5399872.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	1320-1322 West 12th Place & 1315 West Pico	CLIENT:	Converse Consult Inland Empire
ADDRESS:	1320-1322 West 12th Place & 1315 West Pico Los Angeles CA 90015	CONTACT:	Sue Krobthong
		INQUIRY #:	5399872.2s
LAT/LONG:	34.043585 / 118.273254	DATE:	August 21, 2018 1:37 pm

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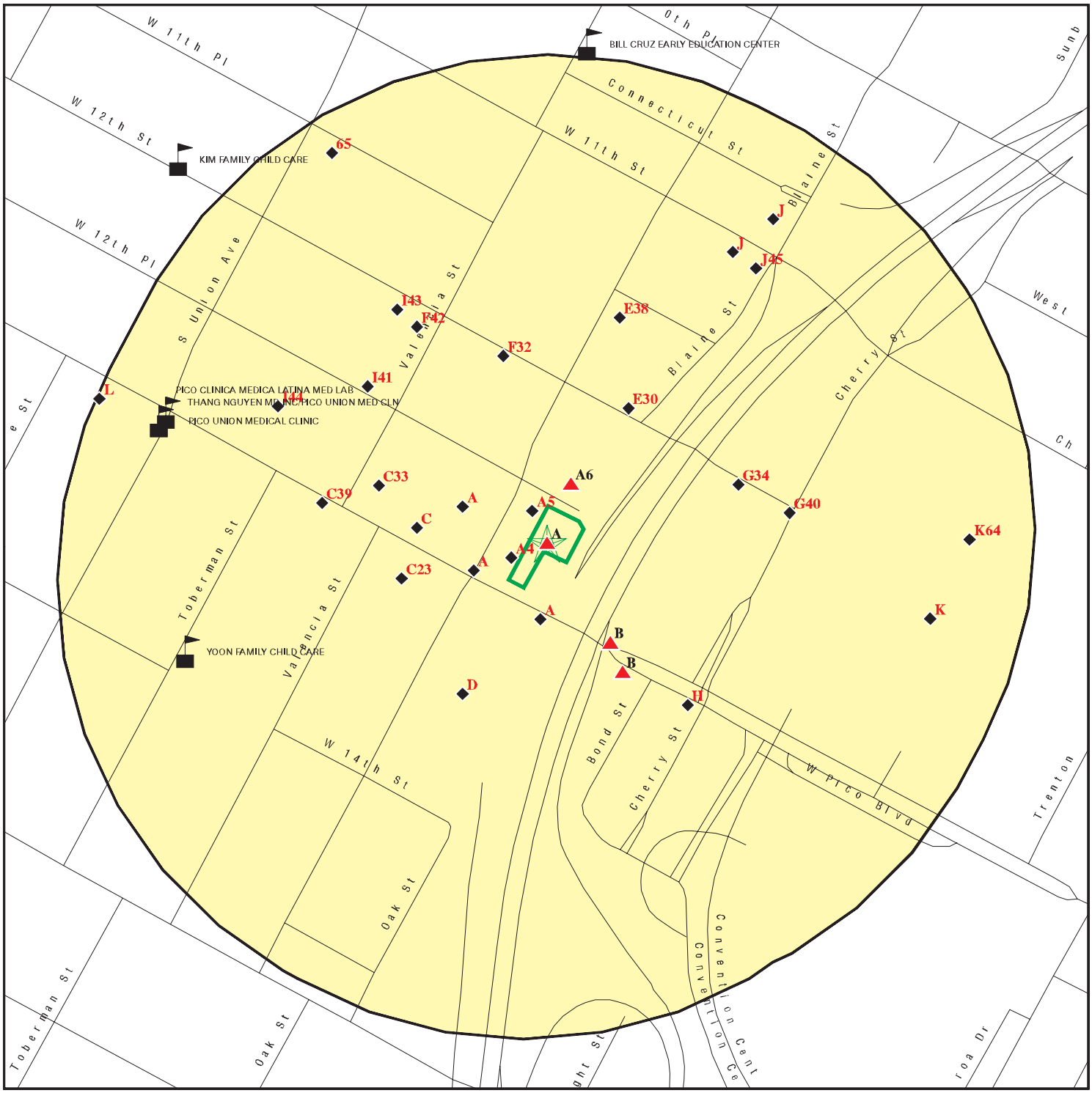
DETAIL MAP - 5399872.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

100-year flood zone

500-year flood zone

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	1320-1322 West 12th Place & 1315 West Pico	CLIENT:	Converse Consult Inland Empire
ADDRESS:	1320-1322 West 12th Place & 1315 West Pico Los Angeles CA 90015	CONTACT:	Sue Krobthong
LAT/LONG:	34.043585 / 118.273254	INQUIRY #:	5399872.2s
		DATE:	August 21, 2018 1:40 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	1	NR	NR	1
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		1	1	1	NR	NR	3
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	0	NR	NR	NR	1
RCRA-SQG	0.250		4	4	NR	NR	NR	8
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
CA RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
CA ENVIROSTOR	1.000		1	0	2	14	NR	17
State and tribal landfill and/or solid waste disposal site lists								
CA SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
CA LUST	0.500		0	4	7	NR	NR	11

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CA CPS-SLIC	0.500		0	1	4	NR	NR	5
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
CA UST	0.250		0	7	NR	NR	NR	7
CA AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
CA VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
CA BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	1	0	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
CA WMUDS/SWAT	0.500		0	0	0	NR	NR	0
CA SWRCY	0.500		0	0	1	NR	NR	1
CA HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
CA AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	0.001		0	NR	NR	NR	NR	0
CA HIST Cal-Sites	1.000		0	0	0	0	NR	0
CA SCH	0.250		0	0	NR	NR	NR	0
CA CDL	0.001		0	NR	NR	NR	NR	0
CA Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CA CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA SWEEPS UST	0.250	1	1	5	NR	NR	NR	7
CA HIST UST	0.250		2	8	NR	NR	NR	10
CA FID UST	0.250	1	1	5	NR	NR	NR	7
CA CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
CA LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
CA DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CA CHMIRS	0.001		0	NR	NR	NR	NR	0
CA LDS	0.001		0	NR	NR	NR	NR	0
CA MCS	0.001		0	NR	NR	NR	NR	0
CA SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CA Cortese	0.500		0	0	0	NR	NR	0
CA CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CA DRYCLEANERS	0.250		0	1	NR	NR	NR	1
CA EMI	0.001		0	NR	NR	NR	NR	0
CA ENF	0.001		0	NR	NR	NR	NR	0
CA Financial Assurance	0.001		0	NR	NR	NR	NR	0
CA HAZNET	0.001	1	0	NR	NR	NR	NR	1
CA ICE	0.001		0	NR	NR	NR	NR	0
CA HIST CORTESE	0.500		0	2	4	NR	NR	6
CA LOS ANGELES CO. HMS	0.001		0	NR	NR	NR	NR	0
CA HWP	1.000		0	0	0	0	NR	0
CA HWT	0.250		0	0	NR	NR	NR	0
NY MANIFEST	0.250		0	1	NR	NR	NR	1
CA MINES	0.001		0	NR	NR	NR	NR	0
CA MWMP	0.250		0	0	NR	NR	NR	0
CA NPDES	0.001		0	NR	NR	NR	NR	0
CA PEST LIC	0.001		0	NR	NR	NR	NR	0
CA PROC	0.500		0	0	0	NR	NR	0
CA Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	0.001		0	NR	NR	NR	NR	0
CA UIC	0.001		0	NR	NR	NR	NR	0
CA WASTEWATER PITS	0.500		0	0	0	NR	NR	0
CA WDS	0.001		0	NR	NR	NR	NR	0
CA WIP	0.250		0	0	NR	NR	NR	0
CA CERS	0.001		0	NR	NR	NR	NR	0
CA NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
CA CIWQS	0.001		0	NR	NR	NR	NR	0
CA UIC GEO	0.001		0	NR	NR	NR	NR	0
CA SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
CA PROJECT	0.001		0	NR	NR	NR	NR	0
CA PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
CA OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
CA MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
CA WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125	1	24	NR	NR	NR	NR	25
EDR Hist Cleaner	0.125		7	NR	NR	NR	NR	7
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
CA RGA LF	0.001		0	NR	NR	NR	NR	0
CA RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		4	42	40	20	14	0	120

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property **GANSHAW ANDW**
1315 W PICO BLVD
LOS ANGELES, CA

EDR Hist Auto **1009081453**
N/A

Site 1 of 14 in cluster A

Actual: 241 ft.

EDR Hist Auto

Year:	Name:	Type:
1933	GANSHAW ANDW	AUTOMOBILE REPAIRING

A2 Target Property **LYNNE BEAVERS ASSOC.**
1322 W 12TH PL
LOS ANGELES, CA 90015

CA SWEEPS UST **S101584569**
CA FID UST **N/A**

Site 2 of 14 in cluster A

Actual: 241 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	7914
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19012936
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1322 W 12TH PL
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

A3 Target Property | **ROMAN WARD JEWELRY INSITUTE** | **CA HAZNET** | **S113108435**
1322 W 12TH PLACE | **N/A**
LOS ANGELES, CA 90015

Site 3 of 14 in cluster A

Actual: 241 ft.

HAZNET:

envid:	S113108435
Year:	2000
GEPAID:	CAL000214026
Contact:	AGAVNI ALEKSANYAN/ PURCH
Telephone:	8183764087
Mailing Name:	Not reported
Mailing Address:	14767 CALVER ST
Mailing City,St,Zip:	VAN NUYS, CA 914110000
Gen County:	Not reported
TSD EPA ID:	NVD980895338
TSD County:	Not reported
Waste Category:	Aqueous solution (2 < pH < 12.5) containing reactive anions ...
Disposal Method:	Treatment, Tank
Tons:	0.01
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

A4 WSW < 1/8 0.005 mi. 24 ft. | **BUICK REPAIR SHOP** | **EDR Hist Auto** | **1009077220**
1319 W PICO BLVD | **N/A**
LOS ANGELES, CA

Site 4 of 14 in cluster A

Relative: Lower

Actual: 238 ft.

EDR Hist Auto

Year:	Name:	Type:
1924	BUICK REPAIR SHOP	AUTOMOBILE REPAIRING

A5 NNW < 1/8 0.006 mi. 34 ft. | **COLBY POSTER PRINTING** | **RCRA-SQG** | **1000165525**
1332 WEST 12TH PLACE | **FINDS** | **CAD981666746**
LOS ANGELES, CA 90015 | **ECHO**
CA EMI

Site 5 of 14 in cluster A

Relative: Lower

Actual: 240 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	COLBY POSTER PRINTING
Facility address:	1332 WEST 12TH PLACE LOS ANGELES, CA 90015
EPA ID:	CAD981666746
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of

COLBY POSTER PRINTING (Continued) **1000165525**

hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ZELDA COLBY
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	12/29/1986
Site name:	COLBY POSTER PRINTING
Classification:	Large Quantity Generator
Violation Status:	No violations found

FINDS:

COLBY POSTER PRINTING (Continued) **1000165525**

Registry ID: 110002742943

Environmental Interest/Information System
AIR EMISSIONS CLASSIFICATION UNKNOWN

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000165525
Registry ID:	110002742943
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002742943

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	8
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9

COLBY POSTER PRINTING (Continued) **1000165525**

Reactive Organic Gases Tons/Yr:	8
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

COLBY POSTER PRINTING (Continued) **1000165525**

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759

COLBY POSTER PRINTING (Continued) **1000165525**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	3
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	6
Reactive Organic Gases Tons/Yr:	4
Carbon Monoxide Emissions Tons/Yr:	0

COLBY POSTER PRINTING (Continued) **1000165525**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	5.70121
Reactive Organic Gases Tons/Yr:	3.66
Carbon Monoxide Emissions Tons/Yr:	0.0035
NOX - Oxides of Nitrogen Tons/Yr:	0.013
SOX - Oxides of Sulphur Tons/Yr:	0.000083
Particulate Matter Tons/Yr:	0.00075
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.33822
Reactive Organic Gases Tons/Yr:	.817696432
Carbon Monoxide Emissions Tons/Yr:	.0028
NOX - Oxides of Nitrogen Tons/Yr:	.0104
SOX - Oxides of Sulphur Tons/Yr:	.000045
Particulate Matter Tons/Yr:	.0006
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.0006

Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.090368545712932259
Reactive Organic Gases Tons/Yr:	2.139
Carbon Monoxide Emissions Tons/Yr:	.003
NOX - Oxides of Nitrogen Tons/Yr:	.012
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.001

Year:	2007

COLBY POSTER PRINTING (Continued) **1000165525**

County Code:	19
Air Basin:	SC
Facility ID:	14349
Air District Name:	SC
SIC Code:	2759
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4.090368545712932259
Reactive Organic Gases Tons/Yr:	2.139
Carbon Monoxide Emissions Tons/Yr:	.003
NOX - Oxides of Nitrogen Tons/Yr:	.012
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.001
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.001

A6 **LONERGAN W M** **EDR Hist Auto** **1009077894**
NNE **1327 W 12TH ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.017 mi.
89 ft. **Site 6 of 14 in cluster A**

Relative: EDR Hist Auto
Higher

Actual:
241 ft.

Year:	Name:	Type:
1933	LONERGAN W M	AUTOMOBILE REPAIRING
1969	MONAGHAN CARL F	Automotive Repair Shops, NEC
1970	MONAGHAN CARL F	Automotive Repair Shops, NEC
1971	MONAGHAN CARL F	Automotive Repair Shops, NEC
1983	WARREN WALTER CORPORATION	General Automotive Repair Shops
1985	WARREN WALTER CORPORATION	General Automotive Repair Shops
1986	WARREN WALTER CORPORATION	General Automotive Repair Shops
1987	WARREN WALTER CORPORATION	General Automotive Repair Shops
1988	WARREN WALTER CORPORATION	General Automotive Repair Shops
1989	WARREN WALTER CORPORATION	General Automotive Repair Shops
1989	H&D AUTO REPAIR & SERVI	General Automotive Repair Shops
1990	WARREN WALTER CORPORATION	General Automotive Repair Shops
1991	H&D AUTO REPAIR & SERVICE	General Automotive Repair Shops
1992	H&D AUTO REPAIR & SERVICE	General Automotive Repair Shops
1993	H & D AUTO REPAIR & SERVICE	General Automotive Repair Shops
1994	H & D AUTO REPAIR & SERVICE	General Automotive Repair Shops

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A7 **QUONG LEE** **EDR Hist Cleaner** **1009190123**
South **1316 W PICO BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.020 mi.
105 ft. **Site 7 of 14 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual:
240 ft.

Year:	Name:	Type:
1929	WING SAM	LAUNDRIES ORIENTAL
1933	WING SAM	LAUNDRIES CHINESE
1937	QUONG LEE	LAUNDRIES CHINESE

A8 WSW < 1/8 0.020 mi. 106 ft. | **SANTA BARBARA STAR MOTORS INC** | **CA SWEEPS UST** | **S101587357**
1401 W PICO BLVD | **CA FID UST** | **N/A**
LOS ANGELES, CA 90064

Site 8 of 14 in cluster A

Relative: Lower

Actual: 235 ft.

SWEEPS UST:

Status:	Active
Comp Number:	1357
Number:	9
Board Of Equalization:	44-011742
Referral Date:	02-09-93
Action Date:	03-16-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001357-000001
Tank Status:	A
Capacity:	550
Active Date:	02-09-93
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	1

CA FID UST:

Facility ID:	19055389
Regulated By:	UTNKA
Regulated ID:	00019009
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134774262
Mail To:	Not reported
Mailing Address:	828 WOODACRES RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900640000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

A9 WSW < 1/8 0.020 mi. 106 ft. | **WALKERS AUTOMOTIVE SERVICE** | **EDR Hist Auto** | **1009078987**
1401 W PICO BLVD | **N/A**
LOS ANGELES, CA

Site 9 of 14 in cluster A

Relative: Lower

Actual: 235 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	DODGE BROS APPROVED SERVICE STA	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1933	WALKERS AUTOMOTIVE SERVICE	AUTOMOBILE REPAIRING

A10 South < 1/8 0.020 mi. 108 ft. | **LEE QUONG** | **EDR Hist Cleaner** | **1009193469** | **N/A**
1314 W PICO BLVD
LOS ANGELES, CA

Site 10 of 14 in cluster A

Relative: Lower
EDR Hist Cleaner

Actual: 240 ft.

Year:	Name:	Type:
1942	LEE QUONG	LAUNDRIES ORIENTAL

A11 WSW < 1/8 0.025 mi. 133 ft. | **GHOS GAS STATION** | **EDR Hist Auto** | **1021487548** | **N/A**
1404 S PICO BLV
LOS ANGELES, CA 90015

Site 11 of 14 in cluster A

Relative: Lower
EDR Hist Auto

Actual: 233 ft.

Year:	Name:	Type:
1986	GHOS GAS STATION	Gasoline Service Stations
1987	GHOS GAS STATION	Gasoline Service Stations

A12 WSW < 1/8 0.026 mi. 138 ft. | **HOLLAND J C** | **EDR Hist Cleaner** | **1009191173** | **N/A**
1406 W PICO BLVD
LOS ANGELES, CA

Site 12 of 14 in cluster A

Relative: Lower
EDR Hist Cleaner

Actual: 233 ft.

Year:	Name:	Type:
1937	HOLLAND J C	CLOTHES PRESSERS AND CLEANERS

A13 WNW < 1/8 0.030 mi. 159 ft. | **CIVIC CENTER AUTO BODY** | **RCRA-SQG FINDS ECHO** | **1000246404** | **CAD981454721**
1403 W PICO BLVD
LOS ANGELES, CA 90015

Site 13 of 14 in cluster A

Relative: Lower
RCRA-SQG:

Actual: 236 ft.

Date form received by agency:	09/01/1996
Facility name:	CIVIC CENTER AUTO BODY
Facility address:	1403 W PICO BLVD LOS ANGELES, CA 90015
EPA ID:	CAD981454721
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

CIVIC CENTER AUTO BODY (Continued) **1000246404**

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	GABRIEL STRADA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency:	02/11/1986
Site name:	CIVIC CENTER AUTO BODY
Classification:	Large Quantity Generator
Violation Status:	No violations found

FINDS:

CIVIC CENTER AUTO BODY (Continued) **1000246404**

Registry ID: 110002713029

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000246404
Registry ID:	110002713029
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002713029

A14
WNW
< 1/8
0.041 mi.
219 ft.

WARREN FOLSOM **EDR Hist Auto** **1009081411**
1405 W PICO BLVD **N/A**
LOS ANGELES, CA

Site 14 of 14 in cluster A

Relative:
Lower

Actual:
234 ft.

EDR Hist Auto

Year:	Name:	Type:
1933	WARREN FOLSOM	AUTOMOBILE REPAIRING

B15
SSE
< 1/8
0.051 mi.
267 ft.

BERRY A J **EDR Hist Auto** **1009079615**
1241 W PICO BLVD **N/A**
LOS ANGELES, CA

Site 1 of 9 in cluster B

Relative:
Higher

Actual:
242 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	ACE AUTO WROKS	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1933	BLUTH E M	AUTOMOBILE REPAIRING
1937	BELILOVE JACOB	AUTOMOBILE REPAIRING
1942	BERRY A J	AUTOMOBILE REPAIRING

B16 SSE < 1/8 0.051 mi. 267 ft. — **BLAIR J F**, **1243 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009076659** / **N/A**

Site 2 of 9 in cluster B

Relative: Higher — EDR Hist Auto

Actual: 242 ft.

Year:	Name:	Type:
1929	RELICKE PAUL	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1942	BLAIR J F	AUTOMOBILE REPAIRING

B17 SSE < 1/8 0.051 mi. 269 ft. — **CHAPMAN BIERHAUS**, **1233 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009079496** / **N/A**

Site 3 of 9 in cluster B

Relative: Higher — EDR Hist Auto

Actual: 242 ft.

Year:	Name:	Type:
1933	CHAPMAN BIERHAUS	AUTOMOBILE REPAIRING

B18 SSE < 1/8 0.051 mi. 269 ft. — **DALE J E**, **1231 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009080139** / **N/A**

Site 4 of 9 in cluster B

Relative: Higher — EDR Hist Auto

Actual: 242 ft.

Year:	Name:	Type:
1924	TURNER C J	AUTOMOBILE REPAIRING
1929	DALE J E	AUTOMOBILE REPAIRING AND SERVICE STATIONS

B19 SSE < 1/8 0.051 mi. 270 ft. — **MC FARLAND MARGT MRS**, **1227 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009078043** / **N/A**

Site 5 of 9 in cluster B

Relative: Higher — EDR Hist Auto

Actual: 242 ft.

Year:	Name:	Type:
1929	MC FARLAND J W	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1942	MC FARLAND MARGT MRS	AUTOMOBILE REPAIRING

B20
SSE
< 1/8
0.055 mi.
292 ft.

CON ROD CORP — **EDR Hist Auto** — **1009081174**
1226 W PICO BLVD — **N/A**
LOS ANGELES, CA

Site 6 of 9 in cluster B

Relative:
Higher

EDR Hist Auto

Actual:
242 ft.

Year:	Name:	Type:
1933	CON ROD CORP	AUTOMOBILE REPAIRING

B21
SSE
< 1/8
0.055 mi.
292 ft.

MC BRIDE R F — **EDR Hist Auto** — **1009076578**
1224 W PICO BLVD — **N/A**
LOS ANGELES, CA

Site 7 of 9 in cluster B

Relative:
Higher

EDR Hist Auto

Actual:
242 ft.

Year:	Name:	Type:
1929	MC BRIDE R F	AUTOMOBILE REPAIRING AND SERVICE STATIONS

C22
West
< 1/8
0.058 mi.
308 ft.

CONRAD ALONZO — **EDR Hist Auto** — **1009077527**
1415 W PICO BLVD — **N/A**
LOS ANGELES, CA

Site 1 of 5 in cluster C

Relative:
Lower

EDR Hist Auto

Actual:
230 ft.

Year:	Name:	Type:
1924	CONRAD ALONZO	AUTOMOBILE REPAIRING

C23
WSW
< 1/8
0.059 mi.
313 ft.

GRATEFUL THOS — **EDR Hist Cleaner** — **1009189988**
1412 W PICO BLVD — **N/A**
LOS ANGELES, CA

Site 2 of 5 in cluster C

Relative:
Lower

EDR Hist Cleaner

Actual:
229 ft.

Year:	Name:	Type:
1933	GRATEFUL THOS	CLOTHES PRESSERS AND CLEANERS

C24
West
< 1/8
0.065 mi.
341 ft.

AUTOMOBILE RECONSTRUCTION CO — **EDR Hist Auto** — **1009075827**
1425 W PICO BLVD — **N/A**
LOS ANGELES, CA

Site 3 of 5 in cluster C

Relative:
Lower

EDR Hist Auto

Actual:
228 ft.

Year:	Name:	Type:
1924	AUTOMOBILE RECONSTRUCTION CO	AUTOMOBILE REPAIRING

D25	**JEFFRIES BANKNOTE CO**	**SEMS-ARCHIVE**	**1000230594**
SSW	**1330 W PICO BLVD**	**RCRA-LQG**	**CAD028528230**
< 1/8	**LOS ANGELES, CA 90015**	**CA HIST UST**	
0.068 mi.		**FINDS**	
358 ft.	**Site 1 of 4 in cluster D**	**ECHO**	
		CA EMI	

Relative:
Lower

Actual:
233 ft.

SEMS Archive:

Site ID:	901272
EPA ID:	CAD028528230
Cong District:	24
FIPS Code:	6037
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	9
Site ID:	901272
EPA ID:	CAD028528230
Site Name:	JEFFRIES BANKNOTE CO
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1985-05-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	9
Site ID:	901272
EPA ID:	CAD028528230
Site Name:	JEFFRIES BANKNOTE CO
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1981-05-01 00:00:00
Finish Date:	1981-05-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf

Region:	9
Site ID:	901272
EPA ID:	CAD028528230
Site Name:	JEFFRIES BANKNOTE CO
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1985-03-01 00:00:00
Finish Date:	1985-05-01 00:00:00
Qual:	N

JEFFRIES BANKNOTE CO (Continued) **1000230594**

Current Action Lead: St Perf

RCRA-LQG:

Date form received by agency:	11/05/2008
Facility name:	SCHOOL POLICE DEPARTMENT
Facility address:	1330 W PICO BLVD LOS ANGELES, CA 90015
EPA ID:	CAD028528230
Mailing address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE 20TH FL LAUSD OEHS LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LAUSD
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	02/03/2004
Owner/Op end date:	Not reported

Owner/operator name:	SCHOOL POLICE DEPT
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District

JEFFRIES BANKNOTE CO (Continued) **1000230594**

Owner/Operator Type: Operator
Owner/Op start date: 02/03/2004
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D008
. Waste name: LEAD

Historical Generators:
Date form received by agency: 03/03/1994
Site name: AMERICAN BANKNOTE CO
Classification: Not a generator, verified

Violation Status: No violations found

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000029521
Facility Type: Other
Other Type: PRINTING
Contact Name: JOSH BOGGS
Telephone: 2137428888
Owner Name: NORLIN CORPORATION
Owner Address: 44 SOUTH BROADWAY
Owner City,St,Zip: WHITE PLAINS, NY 10601
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: 1976
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: 1967

JEFFRIES BANKNOTE CO (Continued) **1000230594**

Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Visual

FINDS:

Registry ID: 110002640624

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000230594
Registry ID: 110002640624
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002640624

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 10439
Air District Name: SC
SIC Code: 2759
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 28
Reactive Organic Gases Tons/Yr: 28
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Year: 1990
County Code: 19
Air Basin: SC
Facility ID: 10439
Air District Name: SC
SIC Code: 2759
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 16
Reactive Organic Gases Tons/Yr: 8

JEFFRIES BANKNOTE CO (Continued) **1000230594**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 1
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr:0

D26 **JEFFRIES BAHKNOTE COMPANY** **CA HIST UST** **S118411590**
SSW **1330 W PICO BLVE** **N/A**
< 1/8 **LOS ANGELES, CA 90015**
0.068 mi.
358 ft. **Site 2 of 4 in cluster D**

Relative:
Lower

Actual:
233 ft.

HIST UST:

File Number:	00027924
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027924.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

D27 **JEFFRIES BANKNOTE COMPANY** **CA ENVIROSTOR** **S101480580**
SSW **1330 WEST PICO BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90015**
0.068 mi.
358 ft. **Site 3 of 4 in cluster D**

Relative:
Lower

Actual:
233 ft.

ENVIROSTOR:

Facility ID:	19270326
Status:	Refer: Other Agency
Status Date:	08/21/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Mmonroy

JEFFRIES BANKNOTE COMPANY (Continued) **S101480580**

Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 30
Special Program: * RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.04237
Longitude: -118.2740
APN: 5135035020
Past Use: NONE SPECIFIED
Potential COC: Lead Chromium VI Nickel
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 5135035020
Alias Type: APN
Alias Name: CAD028528230
Alias Type: EPA Identification Number
Alias Name: 110002640624
Alias Type: EPA (FRS #)
Alias Name: 19270326
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/26/1983
Comments: FACILITY IDENTIFIED ID FROM ERRIS

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1994
Comments: DATABASE VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 01/27/1984
Comments: FACILITY DRIVE-BY ASAP. NO HAZ WASTE PROB OBSERVED. SUBMIT TO EPA PRELIM ASSESS DONE RCRA 3012

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

D28 SSW < 1/8 0.068 mi. 358 ft. — **VALDEZ BENJ**, **1330 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Cleaner** — **1009191838** / **N/A**

Site 4 of 4 in cluster D

Relative: Lower
Actual: 233 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1929	VALDEZ BENJ	CLOTHES PRESSERS CLEANERS AND REPAIRERS

B29 SSE < 1/8 0.068 mi. 360 ft. — **MORVAY STEPH**, **1204 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009078323** / **N/A**

Site 8 of 9 in cluster B

Relative: Higher
Actual: 242 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	MORVAY STEPH	AUTOMOBILE REPAIRING AND SERVICE STATIONS

E30 NNE < 1/8 0.068 mi. 361 ft. — **PPG INDUSTRIES, INC LOC #0129**, **1321 W 12TH ST**, **LOS ANGELES, CA 90015** — **RCRA-SQG**, **FINDS**, **ECHO** — **1000119921** / **CAD981378581**

Site 1 of 2 in cluster E

Relative: Lower
Actual: 239 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	PPG INDUSTRIES, INC LOC #0129
Facility address:	1321 W 12TH ST LOS ANGELES, CA 90015
EPA ID:	CAD981378581
Mailing address:	260 KAPPA DR RIDC PRK PITTSBURGH, PA 15238
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

PPG INDUSTRIES, INC LOC #0129 (Continued) **1000119921**

Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: PPG INDUSRTIRES, INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/31/1986
Site name: PPG INDUSTRIES, INC LOC #0129
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002686683

Environmental Interest/Information System
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PPG INDUSTRIES, INC LOC #0129 (Continued) **1000119921**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000119921
Registry ID: 110002686683
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002686683

B31 SSE < 1/8 0.071 mi. 375 ft. **SOLOMAN HARRY** **EDR Hist Auto** **1009079450**
1200 W PICO BLVD **N/A**
LOS ANGELES, CA

Site 9 of 9 in cluster B

Relative: Higher EDR Hist Auto

Actual: 241 ft.

Year:	Name:	Type:
1924	HIKES KEEDY	AUTOMOBILE REPAIRING
1929	SOLOMON HARRY	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1933	SOLOMAN HARRY	AUTOMOBILE REPAIRING

F32 NNW < 1/8 0.087 mi. 457 ft. **LONERGAN W M** **EDR Hist Auto** **1009079151**
1420 W 12TH ST **N/A**
LOS ANGELES, CA

Site 1 of 2 in cluster F

Relative: Lower EDR Hist Auto

Actual: 232 ft.

Year:	Name:	Type:
1933	BERRY ANDW	AUTOMOBILE REPAIRING
1933	OBRIEN F J	AUTOMOBILE REPAIRING
1937	LONERGAN W M	AUTOMOBILE REPAIRING
1942	LONERGAN W M	AUTOMOBILE REPAIRING

C33 WNW < 1/8 0.088 mi. 464 ft. **GREMLI HENRY** **EDR Hist Auto** **1009081123**
1242 VALENCIA WY **N/A**
LOS ANGELES, CA

Site 4 of 5 in cluster C

Relative: Lower EDR Hist Auto

Actual: 228 ft.

Year:	Name:	Type:
1937	GREMLI HENRY	AUTOMOBILE REPAIRING

G34 ENE < 1/8 0.089 mi. 471 ft. — **MC CARDELL C F**, **1204 W 12TH ST**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009081729** / **N/A**

Site 1 of 2 in cluster G

Relative: Lower — EDR Hist Auto

Actual: 234 ft.

Year:	Name:	Type:
1937	MC CARDELL C F	AUTOMOBILE REPAIRING

H35 SE < 1/8 0.104 mi. 549 ft. — **BURDICK KRESS**, **1120 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009080229** / **N/A**

Site 1 of 3 in cluster H

Relative: Lower — EDR Hist Auto

Actual: 237 ft.

Year:	Name:	Type:
1929	BURDICK KRESS	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1933	PICO WHEEL SERVICE	AUTOMOBILE REPAIRING
1937	PICO WHEEL SERVICE	AUTOMOBILE REPAIRING
1942	BURDICK CHRISTOPHER	AUTOMOBILE REPAIRING

H36 SE < 1/8 0.109 mi. 576 ft. — **SING CHAS**, **1110 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Cleaner** — **1009189207** / **N/A**

Site 2 of 3 in cluster H

Relative: Lower — EDR Hist Cleaner

Actual: 237 ft.

Year:	Name:	Type:
1933	SING CHARLEY	LAUNDRIES CHINESE
1937	SING CHAS	LAUNDRIES CHINESE
1942	SING CHAS	LAUNDRIES ORIENTAL

H37 SE < 1/8 0.111 mi. 587 ft. — **WEMBERG AL**, **1100 W PICO BLVD**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009080274** / **N/A**

Site 3 of 3 in cluster H

Relative: Lower — EDR Hist Auto

Actual: 237 ft.

Year:	Name:	Type:
1933	WODEHOUSE BROS	GASOLINE AND OIL SERVICE STATIONS
1937	WEMBERG AL	GASOLINE AND OIL SERVICE STATIONS
1942	ELLINGSON H V	GASOLINE AND OIL SERVICE STATIONS

E38	**BUSINESS CARDS TOMORROW**	**RCRA-SQG**	**1000857018**
NNE	**1334 W 11TH PL**	**FINDS**	**CA0000016956**
< 1/8	**LOS ANGELES, CA 90015**	**ECHO**	
0.112 mi.		**CA HAZNET**	
589 ft.	**Site 2 of 2 in cluster E**		

Relative:
Lower

Actual:
233 ft.

RCRA-SQG:

Date form received by agency:	09/30/1993
Facility name:	BUSINESS CARDS TOMORROW
Facility address:	1334 W 11TH PL LOS ANGELES, CA 90015
EPA ID:	CA0000016956
Mailing address:	W 11TH PL LOS ANGELES, CA 90015
Contact:	BEN NEYDAVOOD
Contact address:	1334 W 11TH PL LOS ANGELES, CA 90015
Contact country:	US
Contact telephone:	213-749-1011
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	B S K N INC
Owner/operator address:	1334 W 11TH PL LOS ANGELES, CA 90015
Owner/operator country:	Not reported
Owner/operator telephone:	213-749-1011
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

BUSINESS CARDS TOMORROW (Continued) **1000857018**

Violation Status: No violations found

FINDS:

Registry ID: 110002611022

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000857018
Registry ID:	110002611022
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002611022

HAZNET:

envid:	1000857018
Year:	1996
GEPAID:	CA0000016956
Contact:	B S K N INC
Telephone:	2137491011
Mailing Name:	Not reported
Mailing Address:	1334 W 11TH PL
Mailing City,St,Zip:	LOS ANGELES, CA 900152003
Gen County:	Not reported
TSD EPA ID:	CAT000613976
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Transfer Station
Tons:	.2502
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

C39 **WONG YEN** **EDR Hist Cleaner** **1009191436**
West **1512 W PICO BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.112 mi.
590 ft. **Site 5 of 5 in cluster C**

Relative: EDR Hist Cleaner
Lower

Actual:
225 ft.

Year:	Name:	Type:
1929	YEN WONG	LAUNDRIES ORIENTAL
1933	WONG YEU	LAUNDRIES CHINESE
1937	WONG YEN	LAUNDRIES CHINESE
1942	YEN WONG	LAUNDRIES ORIENTAL

G40
East
< 1/8
0.114 mi.
604 ft.

PUCKETT C N — **EDR Hist Auto** — **1009079544**
1200 W 12TH ST — **N/A**
LOS ANGELES, CA

Site 2 of 2 in cluster G

Relative:
Lower

Actual:
234 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	TEMPLES OWEN	AUTOMOBILE REPAIRING AND SERVICE STATIONS
1929	HUBER GEO	GASOLINE AND OIL SERVICE STATION
1933	PUCKETT C N	GASOLINE AND OIL SERVICE STATIONS
1937	PUACKETT C N	GASOLINE AND OIL SERVICE STATIONS
1942	PUCKETT C N	GASOLINE AND OIL SERVICE STATIONS

I41
NW
< 1/8
0.120 mi.
633 ft.

CHEEK N C — **EDR Hist Auto** — **1009082294**
1513 W 12TH ST — **N/A**
LOS ANGELES, CA

Site 1 of 3 in cluster I

Relative:
Lower

Actual:
229 ft.

EDR Hist Auto

Year:	Name:	Type:
1942	CHEEK N C	GASOLINE AND OIL SERVICE STATIONS

F42
NNW
< 1/8
0.123 mi.
649 ft.

SWANSON V J — **EDR Hist Auto** — **1009077294**
1500 W 12TH ST — **N/A**
LOS ANGELES, CA

Site 2 of 2 in cluster F

Relative:
Lower

Actual:
230 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	SWANSON V J	GASOLINE AND OIL SERVICE STATION
1933	DAWSON E P	GASOLINE AND OIL SERVICE STATIONS
1937	MC FARLAND A D	GASOLINE AND OIL SERVICE STATIONS

I43
NNW
1/8-1/4
0.137 mi.
723 ft.

GEORGE RICE III — **CA SWEEPS UST** — **S101586660**
1506 W 12TH ST — **CA FID UST** — **N/A**
LOS ANGELES, CA 90015

Site 2 of 3 in cluster I

Relative:
Lower

Actual:
229 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4093
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported

GEORGE RICE III (Continued) **S101586660**

Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19054326
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1506 W 12TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900150000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

I44 **DHHS/U.S.FOOD & DRUG ADMIN** **SEMS-ARCHIVE** **1000376472**
WNW **1521 W. PICO BLVD** **RCRA-SQG** **CAD981428618**
1/8-1/4 **LOS ANGELES, CA 90015** **FINDS**
0.158 mi. **ECHO**
834 ft. **Site 3 of 3 in cluster I** **NY MANIFEST**

Relative:
Lower

Actual:
226 ft.

SEMS Archive:
Site ID: 908587
EPA ID: CAD981428618
Cong District: Not reported
FIPS Code: 6037
FF: Y
NPL: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:
Region: 9
Site ID: 908587
EPA ID: CAD981428618
Site Name: FOOD AND DRUG ADMINISTRATION-LOS ANGELES
NPL: N
FF: Y
OU: 0
Action Code: VS
Action Name: ARCH SITE
SEQ: 1
Start Date: Not reported
Finish Date: 2013-11-07 00:00:00
Qual: Not reported
Current Action Lead: EPA Perf In-Hse

Region: 9
Site ID: 908587

DHHS/U.S.FOOD & DRUG ADMIN (Continued) **1000376472**

EPA ID:	CAD981428618
Site Name:	FOOD AND DRUG ADMINISTRATION-LOS ANGELES
NPL:	N
FF:	Y
OU:	0
Action Code:	RX
Action Name:	FF PA
SEQ:	1
Start Date:	2008-04-18 00:00:00
Finish Date:	2008-04-29 00:00:00
Qual:	N
Current Action Lead:	EPA Perf

Region:	9
Site ID:	908587
EPA ID:	CAD981428618
Site Name:	FOOD AND DRUG ADMINISTRATION-LOS ANGELES
NPL:	N
FF:	Y
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1993-02-05 00:00:00
Finish Date:	1993-02-05 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	DHHS/U.S.FOOD & DRUG ADMIN
Facility address:	1521 W. PICO BLVD LOS ANGELES, CA 90015
EPA ID:	CAD981428618
Mailing address:	W. PICO BLVD LOS ANGELES, CA 90015
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Federal
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	ATKINSON GEORGE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999

DHHS/U.S.FOOD & DRUG ADMIN (Continued) **1000376472**

Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Federal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 07/06/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002702200

Environmental Interest/Information System
FEDERAL FACILITY HAZARDOUS WASTE DOCKET

RCRAInfo is a national information system that supports the Resource

DHHS/U.S.FOOD & DRUG ADMIN (Continued) **1000376472**

Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000376472
Registry ID:	110002702200
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002702200

NY MANIFEST:

Country:	USA
EPA ID:	CAD981428618
Facility Status:	Not reported
Location Address 1:	1521 W PICO BLVD
Code:	BP
Location Address 2:	Not reported
Total Tanks:	Not reported
Location City:	LOS ANGELES
Location State:	CA
Location Zip:	90015
Location Zip 4:	Not reported

NY MANIFEST:

EPAID:	CAD981428618
Mailing Name:	USFDA
Mailing Contact:	ANDREW S LINISON
Mailing Address 1:	1521 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90015
Mailing Zip 4:	Not reported
Mailing Country:	USA
Mailing Phone:	2132527592

NY MANIFEST:

Document ID:	NYC5731097
Manifest Status:	Not reported
seq:	01
Year:	2000
Trans1 State ID:	Not reported
Trans2 State ID:	71072NNY
Generator Ship Date:	03/27/2000
Trans1 Recv Date:	03/27/2000
Trans2 Recv Date:	04/05/2000
TSD Site Recv Date:	04/17/2000
Part A Recv Date:	Not reported
Part B Recv Date:	Not reported
Generator EPA ID:	CAD981428618
Trans1 EPA ID:	SCR000074591

DHHS/U.S.FOOD & DRUG ADMIN (Continued) **1000376472**

Trans2 EPA ID:	NYD982792814
TSDF ID 1:	NYD000632372
TSDF ID 2:	Not reported
Manifest Tracking Number:	Not reported
Import Indicator:	Not reported
Export Indicator:	Not reported
Discr Quantity Indicator:	Not reported
Discr Type Indicator:	Not reported
Discr Residue Indicator:	Not reported
Discr Partial Reject Indicator:	Not reported
Discr Full Reject Indicator:	Not reported
Manifest Ref Number:	Not reported
Alt Facility RCRA ID:	Not reported
Alt Facility Sign Date:	Not reported
MGMT Method Type Code:	Not reported
Waste Code:	D001 - NON-LISTED IGNITABLE WASTES
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Waste Code:	Not reported
Quantity:	00101
Units:	P - Pounds
Number of Containers:	001
Container Type:	CY - Cylinders
Handling Method:	B Incineration, heat recovery, burning.
Specific Gravity:	01.00

Click this hyperlink while viewing on your computer to access
-1 additional NY MANIFEST: record(s) in the EDR Site Report.

J45 **CHEVRON #9-0054** **CA LUST** **S102427059**
NE **1312 011TH ST W** **CA HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.171 mi.
903 ft. **Site 1 of 13 in cluster J**

Relative:
Lower

Actual:
238 ft.

LUST:

Lead Agency:	SWRCB
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700549
Global Id:	T0603700549
Latitude:	34.0457901
Longitude:	-118.2712368
Status:	Completed - Case Closed
Status Date:	01/28/2016
Case Worker:	MC
RB Case Number:	900150061
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	TT
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603700549

CHEVRON #9-0054 (Continued) **S102427059**

Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Global Id: T0603700549
Contact Type: Local Agency Caseworker
Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603700549
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0603700549
Action Type: ENFORCEMENT
Date: 04/16/2015
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700549
Action Type: ENFORCEMENT
Date: 05/07/2015
Action: Notification - Public Notice of Case Closure

Global Id: T0603700549
Action Type: ENFORCEMENT
Date: 07/14/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0603700549
Action Type: Other
Date: 09/20/1994
Action: Leak Discovery

Global Id: T0603700549
Action Type: ENFORCEMENT
Date: 11/16/2015
Action: State Water Board Closure Order

Global Id: T0603700549
Action Type: RESPONSE
Date: 10/21/1988
Action: Well Installation Report

CHEVRON #9-0054 (Continued) **S102427059**

Global Id: T0603700549
Action Type: RESPONSE
Date: 01/22/1997
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 09/13/1999
Action: Correspondence

Global Id: T0603700549
Action Type: RESPONSE
Date: 02/06/1968
Action: Other Report / Document

Global Id: T0603700549
Action Type: RESPONSE
Date: 09/29/1999
Action: Well Destruction Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 04/20/1999
Action: Soil and Water Investigation Workplan

Global Id: T0603700549
Action Type: RESPONSE
Date: 07/25/1990
Action: Soil and Water Investigation Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 11/07/1990
Action: Soil and Water Investigation Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 07/25/1990
Action: Soil and Water Investigation Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 04/15/1990
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603700549
Action Type: RESPONSE
Date: 02/14/1992
Action: Soil and Water Investigation Report

Global Id: T0603700549
Action Type: RESPONSE
Date: 01/22/1997
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603700549
Action Type: ENFORCEMENT

CHEVRON #9-0054 (Continued) **S102427059**

Date: 01/28/2016
Action: Closure/No Further Action Letter - #01/28/2016

Global Id: T0603700549
Action Type: ENFORCEMENT
Date: 01/12/2016
Action: State Water Board Closure Order

Global Id: T0603700549
Action Type: Other
Date: 09/21/1994
Action: Leak Reported

LUST:
Global Id: T0603700549
Status: Open - Case Begin Date
Status Date: 09/20/1994

Global Id: T0603700549
Status: Open - Site Assessment
Status Date: 09/21/1994

Global Id: T0603700549
Status: Open - Site Assessment
Status Date: 07/14/1999

Global Id: T0603700549
Status: Open - Verification Monitoring
Status Date: 09/29/1999

Global Id: T0603700549
Status: Open - Eligible for Closure
Status Date: 01/02/2014

Global Id: T0603700549
Status: Completed - Case Closed
Status Date: 01/28/2016

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900150061
Status: Leak being confirmed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700549
W Global ID: W0607701254
Staff: UNK
Local Agency: 19050
Cross Street: BLAINE
Enforcement Type: Not reported

CHEVRON #9-0054 (Continued) **S102427059**

Date Leak Discovered:	9/20/1994	
Date Leak First Reported:		9/21/1994
Date Leak Record Entered:	4/15/1996	
Date Confirmation Began:	9/21/1994	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/21/1994
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Test	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	ELDOSOKI, ELSAEID A	
Water System:	UNOCAL - JIM SCOTT	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		3453.2002834577121548812518545
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHEVRON USA PRODUCTS CO	
RP Address:	P.O. BOX 2833 1300 BEACH BLVD LA HABRA CA 90632	
Program:	LUST	
Lat/Long:	34.0457901 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	3901254-001GEN	
Summary:	TO BE DETERMINED PLUS UNLEADED TANK FAILED INTERGRITY TEST ABOVE PRODUCT. REPAIR AND RETEST AS NEEDED. OLD CASE #960415-07	

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900150061

J46 NNE 1/8-1/4 0.172 mi. 908 ft. | **CHEVRON #9-0054**
1312 WEST 11TH STREET
LOS ANGELES, CA 90015
Site 2 of 13 in cluster J | **CA UST** | **U004271230**
N/A

Relative: Lower
Actual: 237 ft.

UST CLOSURE:

Claim Number:	Case No. R-4648
Type:	UST Case Closure Proposed For Consideration by the Executive Director
Deadline Date:	2015-07-15 00:00:00
Documents:	Notice, Draft Order, Summary
Comments:	Not reported
Comments URL:	Not reported
Response:	Not reported
Response URL:	Not reported
Comments2:	Not reported
Comments2 URL:	Not reported
Response2:	Not reported
Response2 URL:	Not reported
Closure:	Not reported
Closure URL:	Not reported
Uniform:	Not reported
Uniform URL:	Not reported

J47 NNE 1/8-1/4 0.172 mi. 908 ft. | **CHEVRON STATION 90054**
1312 W ELEVENTH ST
LOS ANGELES, CA 90015
Site 3 of 13 in cluster J | **RCRA-SQG**
FINDS
ECHO | **1000596902**
CAD983608910

Relative: Lower
Actual: 237 ft.

RCRA-SQG:

Date form received by agency:	10/17/1991
Facility name:	CHEVRON STATION 90054
Facility address:	1312 W ELEVENTH ST LOS ANGELES, CA 90015
EPA ID:	CAD983608910
Mailing address:	W ELEVENTH ST LOS ANGELES, CA 90015
Contact:	ELSAEID ELDOSOKI
Contact address:	1312 W ELEVENTH ST LOS ANGELES, CA 90015
Contact country:	US
Contact telephone:	213-747-9749
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CHEVRON USA INC
Owner/operator address:	PO BOX 2833 LA HABRA, CA 90632
Owner/operator country:	Not reported
Owner/operator telephone:	213-694-7452
Owner/operator email:	Not reported

CHEVRON STATION 90054 (Continued) **1000596902**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002863241

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000596902
Registry ID: 110002863241
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002863241

J48 **90054** **CA HIST UST** **U001560588**
NNE **1312 W 11TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.172 mi.
908 ft. **Site 4 of 13 in cluster J**

Relative:
Lower

Actual:
237 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE

90054 (Continued) **U001560588**

Facility ID:	00000061698
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	JIMENEZ,JAMES J.
Telephone:	2137479749
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor

J49 **CENTER CITY CHEVRON** **CA SWEEPS UST** **S101584291**
NNE **1312 W 11TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.172 mi.
908 ft. **Site 5 of 13 in cluster J**

Relative:
Lower

Actual:
237 ft.

SWEEPS UST:

Status:	Active
Comp Number:	3442
Number:	2
Board Of Equalization:	44-012989
Referral Date:	03-04-93

CENTER CITY CHEVRON (Continued) **S101584291**

Action Date:	03-04-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003442-000001
Tank Status:	A
Capacity:	1000
Active Date:	04-20-88
Tank Use:	CHEMICAL
STG:	P
Content:	UNKNOWN
Number Of Tanks:	4

Status:	Active
Comp Number:	3442
Number:	2
Board Of Equalization:	44-012989
Referral Date:	03-04-93
Action Date:	03-04-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003442-000002
Tank Status:	A
Capacity:	10000
Active Date:	09-28-92
Tank Use:	M.V. FUEL
STG:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3442
Number:	2
Board Of Equalization:	44-012989
Referral Date:	03-04-93
Action Date:	03-04-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003442-000003
Tank Status:	A
Capacity:	10000
Active Date:	04-20-88
Tank Use:	CHEMICAL
STG:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	3442
Number:	2
Board Of Equalization:	44-012989
Referral Date:	03-04-93
Action Date:	03-04-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-003442-000004
Tank Status:	A
Capacity:	10000

CENTER CITY CHEVRON (Continued) **S101584291**

Active Date:	04-20-88
Tank Use:	CHEMICAL
STG:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19010274
Regulated By:	UTNKA
Regulated ID:	00061698
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137479749
Mail To:	Not reported
Mailing Address:	1312 W 11TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

J50 **CHEVRON 90054** **CA HIST UST** **S113087762**
NNE **1312 W 11TH ST** **CA HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.172 mi.
908 ft. **Site 6 of 13 in cluster J**

Relative:
Lower

Actual:
237 ft.

HIST UST:

File Number:	00026B9F
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026B9F.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CHEVRON 90054 (Continued) **S113087762**

HAZNET:

envid:	S113087762
Year:	1996
GEPAID:	CAL000163836
Contact:	CHERVON PRODUCTS CO
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	4.7955
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113087762
Year:	1996
GEPAID:	CAL000163836
Contact:	CHERVON PRODUCTS CO
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Empty containers less than 30 gallons
Disposal Method:	Disposal, Other
Tons:	.0500
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S113087762
Year:	1996
GEPAID:	CAL000163836
Contact:	CHERVON PRODUCTS CO
Telephone:	9258425931
Mailing Name:	Not reported
Mailing Address:	PO BOX 6004
Mailing City,St,Zip:	SAN RAMON, CA 945830000
Gen County:	Not reported
TSD EPA ID:	CAD982484933
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Disposal, Other
Tons:	15.5000
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

J51 NNE 1/8-1/4 0.172 mi. 908 ft. | **CHEVRON #9-0054**
1312 WEST 11TH STREET
LOS ANGELES, CA 90015
Site 7 of 13 in cluster J | **CA UST** | **U004271494**
N/A

Relative: Lower
Actual: 237 ft.

UST CLOSURE:

Claim Number:	Claim No. 4648
Type:	Closure Denials and Approved Orders
Deadline Date:	2015-07-15 00:00:00
Documents:	Notice, Draft Order, Summary
Comments:	No Comments Received
Comments URL:	Not reported
Response:	Not reported
Response URL:	Not reported
Comments2:	Not reported
Comments2 URL:	Not reported
Response2:	Not reported
Response2 URL:	Not reported
Closure:	WQO 2015-0167-UST (11/16/2015)
Closure URL:	https://geotracker.waterboards.ca.gov/regulators/deliverable_documents /1365660727/wqo_2015_0168_ust_final.pdf
Uniform:	Uniform Closure Letter 01/28/2016
Uniform URL:	https://geotracker.waterboards.ca.gov/regulators/deliverable_documents /7066892862/NFA Letter_Claim 4648.pdf

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K52 ESE 1/8-1/4 0.198 mi. 1046 ft. | **LOS ANGELES CONVENTION CENTER**
1201 S FIGUEROA ST
LOS ANGELES, CA 90015
Site 1 of 7 in cluster K | **CA SWEEPS UST**
CA HIST UST
CA FID UST
CA WDS | **1000303628**
N/A

Relative: Lower
Actual: 236 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	2905
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002905-000001
Tank Status:	Not reported
Capacity:	2000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	5

Status:	Not reported
Comp Number:	2905
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002905-000002
Tank Status:	Not reported

LOS ANGELES CONVENTION CENTER (Continued) **1000303628**

Capacity:	2000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2905
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002905-000003
Tank Status:	Not reported
Capacity:	280
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2905
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002905-000004
Tank Status:	Not reported
Capacity:	280
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	2905
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002905-000005
Tank Status:	Not reported
Capacity:	280
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

LOS ANGELES CONVENTION CENTER (Continued) **1000303628**

Status:	Active
Comp Number:	2905
Number:	4
Board Of Equalization:	Not reported
Referral Date:	04-09-93
Action Date:	04-19-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

HIST UST:

File Number:	0002767A
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002767A.pdf
Region:	STATE
Facility ID:	00000052638
Facility Type:	Other
Other Type:	CONVENTION CENTER
Contact Name:	ROBERT KING
Telephone:	2137411151
Owner Name:	LOS ANGELES CITY
Owner Address:	200 N. MAIN ST.
Owner City,St,Zip:	LOS ANGELES, CA 90012
Total Tanks:	0005
Tank Num:	001
Container Num:	#2
Year Installed:	1968
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#1
Year Installed:	1968
Tank Capacity:	00002000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	12
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	#3
Year Installed:	1968
Tank Capacity:	00000280
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor

LOS ANGELES CONVENTION CENTER (Continued) **1000303628**

Tank Num:	004
Container Num:	#4
Year Installed:	1968
Tank Capacity:	00000280
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor

Tank Num:	005
Container Num:	#5
Year Installed:	1968
Tank Capacity:	00000280
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19001844
Regulated By:	UTNKI
Regulated ID:	00052638
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137411151
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

WDS:

Facility ID:	Los Angeles River 196400033
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAG994003 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	2137654672
Facility Contact:	Gregory Lissow
Agency Name:	LOS ANGELES CONVENTION CENTER
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported
Agency Type:	City

LOS ANGELES CONVENTION CENTER (Continued) **1000303628**

SIC Code:	7389
SIC Code 2:	Not reported
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Primary Waste:	MISCEL
Waste Type2:	Not reported
Waste2:	Miscellaneous (Includes wastes from dewatering, recreational lake overflow, swimming pool wastes, water ride wastewater, ground water seepage and other wastes of this type)
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	No reclamation requirements associated with this facility.
POTW:	The facility is not a POTW.
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

K53 **FUJI PHOTO FILM USA INC** **RCRA-SQG** **1004675642**
ESE **1201 S FIGUEROA ST BOOTH 401** **CAR000075465**
1/8-1/4 **LOS ANGELES, CA 90015**
0.198 mi.
1046 ft. **Site 2 of 7 in cluster K**

Relative:
Lower

Actual:
236 ft.

RCRA-SQG:

Date form received by agency:	05/25/2001
Facility name:	FUJI PHOTO FILM USA INC
Facility address:	1201 S FIGUEROA ST BOOTH 401 L A CONV CNTR LOS ANGELES, CA 90015
EPA ID:	CAR000075465
Mailing address:	1100 KING GEORGE POST RD EDISON, NJ 08837
Contact:	KEVIN JEFFRIES
Contact address:	1100 KING GEORGE POST RD EDISON, NJ 08837
Contact country:	US
Contact telephone:	732-857-3175
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous

FUJI PHOTO FILM USA INC (Continued) **1004675642**

waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	FUJI PHOTO FILM USA INC
Owner/operator address:	555 TAXTER RD ELMSFORD, NY 10523
Owner/operator country:	Not reported
Owner/operator telephone:	732-857-3175
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

. Waste code: D011
. Waste name: SILVER

Violation Status: No violations found

K54 ESE 1/8-1/4 0.198 mi. 1046 ft. | **LOS ANGELES CONVENTION CTR**
1201 S FIGUEROA ST
LOS ANGELES, CA 90015 | **RCRA-SQG** | **1000180081**
CAD981988876

Site 3 of 7 in cluster K

Relative: Lower
Actual: 236 ft.

RCRA-SQG:

Date form received by agency:	07/17/1989
Facility name:	LOS ANGELES CONVENTION CTR
Facility address:	1201 S FIGUEROA ST LOS ANGELES, CA 90015
EPA ID:	CAD981988876
Mailing address:	200 N SPRING ST NO 220 LOS ANGELES, CA 90012
Contact:	ED SCHAAK
Contact address:	1201 S FIGUEROA ST LOS ANGELES, CA 90015

LOS ANGELES CONVENTION CTR (Continued) **1000180081**

Contact country: US
Contact telephone: 213-485-7435
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: LOS ANGELES CITY OF
Owner/operator address: 200 N SPRING ST STE 220
LOS ANGELES, CA 90015
Owner/operator country: Not reported
Owner/operator telephone: 213-485-7435
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

K55 ESE 1/8-1/4 0.198 mi. 1046 ft. — **L A CONVENTION CENTER**, **1201 S FIGUEROA ST**, **LOS ANGELES, CA 90015** — **CA UST** — **U003780359** / **N/A**

Site 4 of 7 in cluster K

Relative: Lower
Actual: 236 ft.

UST:

Facility ID:	23877
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0415478
Longitude:	-118.2682049

K56 ESE 1/8-1/4 0.198 mi. 1046 ft. — **CONVENTION CENTER**, **1201 FIGUEROA ST S**, **LOS ANGELES, CA 90015** — **CA LUST**, **CA ENF**, **CA HIST CORTESE**, **CA CIWQS** — **S101296999** / **N/A**

Site 5 of 7 in cluster K

Relative: Lower
Actual: 236 ft.

LUST:

Lead Agency:	LOS ANGELES, CITY OF
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700551
Global Id:	T0603700551
Latitude:	34.040463
Longitude:	-118.268681
Status:	Completed - Case Closed
Status Date:	08/13/1998
Case Worker:	EL
RB Case Number:	900150089
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700551
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700551
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700551
Action Type:	Other
Date:	05/11/1988
Action:	Leak Discovery

CONVENTION CENTER (Continued) **S101296999**

Global Id: T0603700551
Action Type: Other
Date: 06/10/1988
Action: Leak Reported

LUST:
Global Id: T0603700551
Status: Open - Case Begin Date
Status Date: 05/11/1988

Global Id: T0603700551
Status: Open - Site Assessment
Status Date: 09/20/1988

Global Id: T0603700551
Status: Completed - Case Closed
Status Date: 08/13/1998

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900150089
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700551
W Global ID: W0607701254
Staff: UNK
Local Agency: 19050
Cross Street: PICO BLVD
Enforcement Type: Not reported
Date Leak Discovered: 5/11/1988
Date Leak First Reported: 6/10/1988
Date Leak Record Entered: 9/15/1988
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 8/13/1998
Date the Case was Closed: 8/13/1998
How Leak Discovered: OM
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Piping
Operator: MUNICIPAL AUDITORIUM DEPT.
Water System: UNOCAL - JIM SCOTT
Well Name: Not reported
Approx. Dist To Production Well (ft): 3846.2843250405816586509063843
Source of Cleanup Funding: Piping
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 9/20/1988
Remediation Plan Submitted: Not reported

CONVENTION CENTER (Continued) **S101296999**

Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	E BROOKES TREIDLER
RP Address:	SAME AS ABOVE
Program:	LUST
Lat/Long:	34.0421633 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	3901254-001GEN
Summary:	DISCOVERED BY PRIME LOSS NOTE FROM PUMP, SO DISPENSER REMOVED FROM SERVICE

ENF:

Region:	4
Facility Id:	238610
Agency Name:	Los Angeles Convention Center
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.042226
Place Longitude:	-118.266550
SIC Code 1:	7389
SIC Desc 1:	Business Services, NEC
SIC Code 2:	7999
SIC Desc 2:	Amusement and Recreation Services, NEC
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.016
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported

CONVENTION CENTER (Continued) **S101296999**

Program:	NPDNONMUNIPRCS
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B196400033
Reg Measure Id:	193902
Reg Measure Type:	Enrollee
Region:	4
Order #:	R4-2004-0058
Npdes# CA#:	CAG994003
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	04/21/2010
Effective Date:	06/30/1998
Expiration/Review Date:	02/03/2005
Termination Date:	12/20/2005
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	Y
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	253306
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	05/18/2004
Adoption/Issuance Date:	05/18/2004
Achieve Date:	Not reported
Termination Date:	05/18/2004
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV sent 5/18/04 for overdue 1Q04 DMR.
Description:	NOV sent 5/18/04 for overdue 1Q04 DMR.
Program:	NPDNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0
Region:	4
Facility Id:	238610

CONVENTION CENTER (Continued) **S101296999**

Agency Name:	Los Angeles Convention Center
Place Type:	Service/Commercial
Place Subtype:	Service/Commercial Site, NEC
Facility Type:	All other facilities
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.042226
Place Longitude:	-118.266550
SIC Code 1:	7389
SIC Desc 1:	Business Services, NEC
SIC Code 2:	7999
SIC Desc 2:	Amusement and Recreation Services, NEC
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	0.016
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Miscellaneous
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	NPDNONMUNIPRCS
Program Category1:	NPDESWW
Program Category2:	NPDESWW
# Of Programs:	1
WDID:	4B196400033
Reg Measure Id:	193902
Reg Measure Type:	Enrollee
Region:	4
Order #:	R4-2004-0058
Npdes# CA#:	CAG994003
Major-Minor:	Minor
Npdes Type:	OTH
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	04/21/2010
Effective Date:	06/30/1998
Expiration/Review Date:	02/03/2005
Termination Date:	12/20/2005
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported

CONVENTION CENTER (Continued) **S101296999**

Status Enrollee:	Y
Individual/General:	I
Fee Code:	Not reported
Direction/Voice:	Passive
Enforcement Id(EID):	228151
Region:	4
Order / Resolution Number:	SEL
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	02/17/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	02/17/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Level 1 enforcement letter sent 2/17/00 for 3 overdue DMRs.-4B190106034
Description:	Level 1 enforcement letter sent 2/17/00 for 3 overdue DMRs.
Program:	NPDNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900150089

CIWQS:

Agency:	Los Angeles Convention Center
Agency Address:	Not reported
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	Multiple SIC
Region:	4
Program:	NPDESWW, NPDNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee
Order Number:	R4-2004-0058
WDID:	4B196400033
NPDES Number:	CAG994003
Adoption Date:	Not reported
Effective Date:	06/30/1998
Termination Date:	12/20/2005
Expiration/Review Date:	02/03/2005
Design Flow:	0.016
Major/Minor:	Minor
Complexity:	C
TTWQ:	3
Enforcement Actions within 5 years:	0

CONVENTION CENTER (Continued) **S101296999**

Violations within 5 years:	0
Latitude:	34.042226
Longitude:	-118.26655

K57 ESE 1/8-1/4 0.198 mi. 1046 ft. **CITY OF L A GENERAL SERVICES** **CA DRYCLEANERS** **S104566831**
1201 S FIGUEROA ST **N/A**
LOS ANGELES, CA 90015

Site 6 of 7 in cluster K

Relative: Lower

Actual: 236 ft.

DRYCLEANERS:

EPA Id:	CAD981631716
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	04/10/1987
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported
Owner Name:	CITY OF LA DEPT OF GENERAL SVS
Owner Address:	111 E 1ST ST RM 600
Owner Address 2:	Not reported
Owner Telephone:	2139783798
Contact Name:	EMMANUEL AMESI
Contact Address:	111 E FIRST STREET, ROOM 600
Contact Address 2:	Not reported
Contact Telephone:	2139783798
Mailing Name:	EMMANUEL O. AMESI
Mailing Address 1:	111 E FIRST ST RM 600
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900120000
Owner Fax:	2139783788
Region Code:	3

EPA Id:	CAD981988876
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/03/1987
Facility Active:	No
Inactive Date:	06/30/2005
Facility Addr2:	Not reported
Owner Name:	CITY OF L A DEPT OF GEN SRVCS
Owner Address:	419 S SPRING ST 12TH FLOOR
Owner Address 2:	Not reported
Owner Telephone:	2134737746
Contact Name:	SHARI KUROKI MGMT ANALYST
Contact Address:	419 S SPRING ST 12TH FLOOR
Contact Address 2:	Not reported
Contact Telephone:	2134737748
Mailing Name:	DGS-CITY HALL SOUTH
Mailing Address 1:	419 S SPRING ST 12TH FLOOR
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES

CITY OF L A GENERAL SERVICES (Continued) **S104566831**

Mailing State: CA
Mailing Zip: 900130000
Owner Fax: Not reported
Region Code: 3

J58 **UNOCAL 76** **CA UST** **U004266621**
NE **1045 S BLAINE ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.199 mi.
1051 ft. **Site 8 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

UST:
Facility ID: Not reported
Permitting Agency: Los Angeles City Fire Department
Latitude: 34.04621
Longitude: -118.27112

J59 **MR SIPPEE** **CA HIST UST** **S101584679**
NE **1045 BLAINE STREET** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.199 mi.
1051 ft. **Site 9 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

HIST UST:
File Number: 0002784E
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002784E.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

CA FID UST:
Facility ID: 19014256
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132271094
Mail To: Not reported

MR SIPPEE (Continued) **S101584679**

Mailing Address: 1045 BLAINE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900150000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

J60 **MR. SIPPEE** **CA LUST** **U001560621**
NE **1045 BLAINE ST** **CA HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.199 mi.
1051 ft. **Site 10 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603741989
Global Id: T0603741989
Latitude: 34.046239
Longitude: -118.271135
Status: Completed - Case Closed
Status Date: 11/16/2010
Case Worker: CET
RB Case Number: 900150116
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: 3021
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603741989
Contact Type: Regional Board Caseworker
Contact Name: CHANDRA TYLER
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: cetyler@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603741989
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 06/15/2009

MR. SIPPEE (Continued) **U001560621**

Action: Staff Letter

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 11/16/2010
Action: Closure/No Further Action Letter

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 10/13/2010
Action: Notification - Preclosure

Global Id: T0603741989
Action Type: RESPONSE
Date: 08/05/2006
Action: Other Report / Document

Global Id: T0603741989
Action Type: RESPONSE
Date: 01/15/2010
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 06/06/2006
Action: Staff Letter

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 06/14/2010
Action: Staff Letter

Global Id: T0603741989
Action Type: Other
Date: 05/09/2006
Action: Leak Reported

Global Id: T0603741989
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603741989
Action Type: RESPONSE
Date: 12/15/2009
Action: Other Report / Document

Global Id: T0603741989
Action Type: RESPONSE
Date: 12/15/2009
Action: Other Report / Document

Global Id: T0603741989
Action Type: RESPONSE
Date: 08/05/2006
Action: Interim Remedial Action Plan

MR. SIPPEE (Continued) **U001560621**

Global Id: T0603741989
Action Type: REMEDIATION
Date: 07/07/1999
Action: Excavation

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 09/16/2009
Action: Staff Letter

Global Id: T0603741989
Action Type: RESPONSE
Date: 08/05/2006
Action: Soil and Water Investigation Workplan

Global Id: T0603741989
Action Type: Other
Date: 07/01/1999
Action: Leak Discovery

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 07/23/2010
Action: Staff Letter

Global Id: T0603741989
Action Type: RESPONSE
Date: 08/05/2006
Action: Monitoring Report - Quarterly

Global Id: T0603741989
Action Type: ENFORCEMENT
Date: 10/28/2009
Action: Staff Letter

Global Id: T0603741989
Action Type: RESPONSE
Date: 08/17/2009
Action: Remedial Progress Report

Global Id: T0603741989
Action Type: RESPONSE
Date: 06/02/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0603741989
Action Type: RESPONSE
Date: 01/15/2010
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603741989
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603741989

MR. SIPPEE (Continued) **U001560621**

Status: Open - Case Begin Date
Status Date: 07/01/1999

Global Id: T0603741989
Status: Open - Remediation
Status Date: 07/01/1999

Global Id: T0603741989
Status: Open - Site Assessment
Status Date: 10/26/2006

Global Id: T0603741989
Status: Open - Assessment & Interim Remedial Action
Status Date: 09/16/2009

Global Id: T0603741989
Status: Open - Remediation
Status Date: 06/14/2010

Global Id: T0603741989
Status: Completed - Case Closed
Status Date: 11/16/2010

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000069266
Facility Type: Gas Station
Other Type: CONVENIENCE STORE
Contact Name: SAM WONGTRAGOOL
Telephone: 2132271094
Owner Name: NASA OIL CORPORATION
Owner Address: 2001 NORTH BROADWAY
Owner City,St,Zip: LOS ANGELES, CA 90031
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: WASTE
Type of Fuel: 1
Container Construction Thickness: X
Leak Detection: None

Tank Num: 002
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003

MR. SIPPEE (Continued) **U001560621**

Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	None

J61 **NASA OIL CORPORATION** **CA UST** **U003781119**
NE **1045 BLAINE ST** **CA SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.199 mi.
1051 ft. **Site 11 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

UST:

Facility ID:	24755
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0476156
Longitude:	-118.269706

SWEEPS UST:

Status:	Active
Comp Number:	4694
Number:	1
Board Of Equalization:	Not reported
Referral Date:	02-25-93
Action Date:	02-25-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

J62 **MR SIPPEEC - NASA NO 3** **CA HIST UST** **S118413169**
NE **1045 SOUTH BLAINE ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.199 mi.
1051 ft. **Site 12 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

HIST UST:

File Number:	00027848
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027848.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported

MR SIPPEEC - NASA NO 3 (Continued) **S118413169**

Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

J63 **MR. SIPPEES - NASA NO. 3** **CA HIST UST** **U001561290**
NE **1045 BLAINE ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.199 mi.
1051 ft. **Site 13 of 13 in cluster J**

Relative:
Lower

Actual:
239 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000068276
Facility Type: Gas Station
Other Type: Not reported
Contact Name: SAM WONGTRAGOOL
Telephone: 2132271094
Owner Name: NASA OIL CORPORATION
Owner Address: 2001 NORTH BROADWAY
Owner City,St,Zip: LOS ANGELES, CA 90031
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: WASTE
Type of Fuel: 1
Container Construction Thickness: X
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: 06
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported

MR. SIPPEES - NASA NO. 3 (Continued) **U001561290**

Leak Detection: Stock Inventor, Pressure Test

K64
East
1/8-1/4
0.214 mi.
1129 ft.

STAPLES ARENA
740-750 WEST 10TH PLACE
LOS ANGELES, CA 90015

CA CPS-SLIC **S106485978**
N/A

Site 7 of 7 in cluster K

Relative:
Lower

Actual:
237 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	04/26/2004
Global Id:	SLT4L8561883
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0436098443794
Longitude:	-118.269174098969
Case Type:	Cleanup Program Site
Case Worker:	DY
Local Agency:	Not reported
RB Case Number:	0856A
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

65
NNW
1/8-1/4
0.229 mi.
1209 ft.

LOS ANGELES - W 11TH PL 1554
1554 W 11TH PL
LOS ANGELES, CA 90015

US BROWNFIELDS FINDS **1023620120**
N/A

Relative:
Lower

Actual:
231 ft.

US BROWNFIELDS:

Property Name:	LOS ANGELES - W 11TH PL 1554
Recipient Name:	R9 TBA (STAG Funded)
Grant Type:	TBA
Property Number:	5137-025-901, 5137-025-902, 5137-025-903, 5137-025-904.
Parcel size:	.3
Latitude:	34.0468521
Longitude:	-118.2753078
HCM Label:	Not reported
Map Scale:	Not reported
Point of Reference:	Not reported
Highlights:	Not reported
Datum:	Not reported
Acres Property ID:	229601
IC Data Access:	Not reported
Start Date:	Not reported
Redev Completition Date:	Not reported
Completed Date:	Not reported
Acres Cleaned Up:	Not reported
Cleanup Funding:	Not reported
Cleanup Funding Source:	Not reported
Assessment Funding:	64134

LOS ANGELES - W 11TH PL 1554 (Continued) **1023620120**

Assessment Funding Source:	US EPA - TBA Funding
Redevelopment Funding:	Not reported
Redev. Funding Source:	Not reported
Redev. Funding Entity Name:	Not reported
Redevelopment Start Date:	Not reported
Assessment Funding Entity:	EPA
Cleanup Funding Entity:	Not reported
Grant Type:	N/A
Accomplishment Type:	Phase II Environmental Assessment
Accomplishment Count:	1
Cooperative Agreement Number:	n/a
Start Date:	10/20/2015 00:00:00
Ownership Entity:	Not reported
Completion Date:	05/19/2017 00:00:00
Current Owner:	Community Redevelopment Agency of the City of Los Angeles (CRA/LA)
Did Owner Change:	N
Cleanup Required:	Y
Video Available:	N
Photo Available:	Y
Institutional Controls Required:	U
IC Category Proprietary Controls:	Not reported
IC Cat. Info. Devices:	Not reported
IC Cat. Gov. Controls:	Not reported
IC Cat. Enforcement Permit Tools:	Not reported
IC in place date:	Not reported
IC in place:	N
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Y
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Y
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Y
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Y

LOS ANGELES - W 11TH PL 1554 (Continued) **1023620120**

Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Surface Water:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	.3
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
Nickel Cleaned Up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Y
Cadmium contaminant found:	Y
Chromium contaminant found:	Y
Copper contaminant found:	Y
Iron contaminant found:	Not reported
Mercury contaminant found:	Y
Nickel contaminant found:	Y
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Property Description:	The Site appears to have been undeveloped until approximately 1905. By 1906, the entire Site was developed as single-family residences. By 1924, the southernmost portion of the Site was developed as an operating gasoline and oil service station. By 1955, the gasoline and oil service station had been demolished; whereas, the auto repair buildings and single-family residences remained. By 1960, the auto repair buildings had been demolished and the southern portion of the Site was unimproved. According to a 1962 city directory, a dry cleaning store operated at the Site. From 1967 to 1980, the dry

LOS ANGELES - W 11TH PL 1554 (Continued) **1023620120**

cleaning store was converted to a single-family residence and the northernmost portion of the Site remained developed with single-family residences. By 1981, the single-family residence had been demolished and no structures remained. A 1989 aerial photograph depicts the Site with landscaping, which appears to be developed into a public space and garden.

Below Poverty Number:	8992
Below Poverty Percent:	38.9%
Meidan Income:	4308
Meidan Income Number:	17505
Meidan Income Percent:	75.8%
Vacant Housing Number:	858
Vacant Housing Percent:	10.4%
Unemployed Number:	1629
Unemployed Percent:	7.1%

FINDS:

Registry ID: 110070034283

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

L66 **ARMORED TRANSPORT OF CALIFINC** **CA UST** **U001560595**
WNW **1612 W PICO BLVD** **CA HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.248 mi.
1309 ft. **Site 1 of 4 in cluster L**

Relative:
Lower

Actual:
221 ft.

UST:

Facility ID:	24985
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.045952
Longitude:	-118.276312

HIST UST:

File Number:	00026522
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026522.pdf
Region:	STATE
Facility ID:	00000003878
Facility Type:	Other
Other Type:	TRUCKING CO.
Contact Name:	TIM DWYER
Telephone:	2133833611
Owner Name:	ARMORED TRANSPORT OF CALIFORNI
Owner Address:	1612 W. PICO BL.
Owner City,St,Zip:	LOS ANGELES, CA 90015
Total Tanks:	0003
Tank Num:	001
Container Num:	ST #1

ARMORED TRANSPORT OF CALIFINC (Continued) **U001560595**

Year Installed:	1982
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	268
Leak Detection:	Visual

Tank Num:	002
Container Num:	ST# 2
Year Installed:	1982
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	.268
Leak Detection:	Visual

Tank Num:	003
Container Num:	ST# 3
Year Installed:	1982
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	.268
Leak Detection:	Visual

Click here for Geo Tracker PDF:

L67 **ARMORED TRANSPORT OF CALIF INC** **CA SWEEPS UST** **S101629308**
WNW **1612 W PICO BLVD** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90015**
0.248 mi.
1309 ft. **Site 2 of 4 in cluster L**

Relative:
Lower

Actual:
221 ft.

SWEEPS UST:

Status:	Active
Comp Number:	300
Number:	1
Board Of Equalization:	44-011103
Referral Date:	06-08-93
Action Date:	03-15-94
Created Date:	02-29-88
Owner Tank Id:	001
SWRCB Tank Id:	19-050-000300-000001
Tank Status:	A
Capacity:	12000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

CA FID UST:

Facility ID:	19026948
Regulated By:	UTNKA
Regulated ID:	00003878
Cortese Code:	Not reported
SIC Code:	Not reported

ARMORED TRANSPORT OF CALIF INC (Continued) **S101629308**

Facility Phone:	2133833611
Mail To:	Not reported
Mailing Address:	1612 W PICO BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

L68 WNW 1/8-1/4 0.248 mi. 1309 ft. **ARMORED TRANSPORT, INC.** **CA UST** **U004271185**
1612 WEST PICO BOULEVARD **N/A**
LOS ANGELES, CA 90015

Site 3 of 4 in cluster L

Relative: Lower
Actual: 221 ft.

UST CLOSURE:

Claim Number:	Case No. N/A
Type:	Closure Denials and Approved Orders
Deadline Date:	2015-05-22 00:00:00
Documents:	Notice, Draft Order, Closure Summary
Comments:	No Comments Received
Comments URL:	Not reported
Response:	Not reported
Response URL:	Not reported
Comments2:	Not reported
Comments2 URL:	Not reported
Response2:	Not reported
Response2 URL:	Not reported
Closure:	WQO 2015-0105-UST (07/28/2015)
Closure URL:	https://pubapps.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2015/wqo2015_0105_ust.pdf
Uniform:	x
Uniform URL:	Not reported

L69 WNW 1/8-1/4 0.248 mi. 1309 ft. **ARMORED TRANSPORT INC** **CA LUST** **S114458576**
1612 PICO BLVD **N/A**
LOS ANGELES, CA 90015

Site 4 of 4 in cluster L

Relative: Lower
Actual: 221 ft.

LUST:

Lead Agency:	SWRCB
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000005398
Global Id:	T10000005398
Latitude:	34.0446718600489
Longitude:	-118.277524358475
Status:	Open - Eligible for Closure
Status Date:	07/28/2015
Case Worker:	MC
RB Case Number:	Not reported
Local Agency:	Not reported

ARMORED TRANSPORT INC (Continued) **S114458576**

File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Not reported
Potential Contaminants of Concern: Not reported
Site History: There is a State Water Board closure Order for this case issued 7/28/2015. The State Water Board needs confirmation that the corrective action wells and wastes have been removed from the site in order to close the case. Once confirmation has been received State Water Board can issue a Uniform Closure Letter and close the case. Attempts to reach the RP have failed. gwl 4/14/2016.

LUST:
Global Id: T10000005398
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

LUST:
Global Id: T10000005398
Action Type: ENFORCEMENT
Date: 03/17/2015
Action: Notification - Public Participation Document

Global Id: T10000005398
Action Type: ENFORCEMENT
Date: 07/28/2015
Action: State Water Board Closure Order

Global Id: T10000005398
Action Type: Other
Date: 01/01/1993
Action: Leak Discovery

Global Id: T10000005398
Action Type: ENFORCEMENT
Date: 02/27/2012
Action: Notice of Violation

Global Id: T10000005398
Action Type: Other
Date: 01/01/1993
Action: Leak Began

Global Id: T10000005398
Action Type: RESPONSE
Date: 09/15/2014
Action: Tank Removal Report / UST Sampling Report

Global Id: T10000005398
Action Type: ENFORCEMENT
Date: 09/09/1993
Action: Notice of Violation

ARMORED TRANSPORT INC (Continued) **S114458576**

Global Id: T10000005398
Action Type: Other
Date: 08/16/1993
Action: Leak Reported

LUST:
Global Id: T10000005398
Status: Open - Case Begin Date
Status Date: 01/01/1993

Global Id: T10000005398
Status: Open - Site Assessment
Status Date: 08/16/1993

Global Id: T10000005398
Status: Open - Eligible for Closure
Status Date: 03/19/2015

Global Id: T10000005398
Status: Open - Eligible for Closure
Status Date: 07/28/2015

---

70 South 1/4-1/2 0.322 mi. 1699 ft. | **CALTRANS - TRANSIT CENTER**
110 FWY
LOS ANGELES, CA 90247 | **CA CPS-SLIC** | **S121475969**
N/A

Relative: Lower
Actual: 238 ft.

CPS-SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 06/16/1965
Global Id: SLT43194192
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0385646
Longitude: -118.2738752
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 0296
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

M71 **CITY OF LOS ANGELES - STAPLES ARENA** **CA CPS-SLIC** **S106387148**
East **1111 FIGUEROA** **N/A**
1/4-1/2 **LOS ANGELES, CA 90015**
0.332 mi.
1752 ft. **Site 1 of 3 in cluster M**

Relative:
Higher

Actual:
241 ft.

SLIC REG 4:

Region:	4
Facility Status:	Remediation
SLIC:	0856
Substance:	TPH/VOCs/Metals
Staff:	DY

M72 **CITY OF LOS ANGELES - STAPLES ARENA** **CA CPS-SLIC** **S103975297**
East **1111 S FIGUEROA** **N/A**
1/4-1/2 **LOS ANGELES, CA 90015**
0.334 mi.
1764 ft. **Site 2 of 3 in cluster M**

Relative:
Higher

Actual:
241 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/01/2005
Global Id:	SL163772345
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0450144589412
Longitude:	-118.266491889954
Case Type:	Cleanup Program Site
Case Worker:	DY
Local Agency:	Not reported
RB Case Number:	0856
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

M73 **DEMOCRATIC NATIONAL CONVENTION - STAPLES CENTER** **SEMS** **1005440840**
East **1111 SOUTH FIGUEROA STREET** **CASFN0905578**
1/4-1/2 **LOS ANGELES, CA**
0.334 mi.
1764 ft. **Site 3 of 3 in cluster M**

Relative:
Higher

Actual:
241 ft.

SEMS:

Site ID:	905578
EPA ID:	CASFN0905578
Cong District:	33
FIPS Code:	6037
Latitude:	Not reported
Longitude:	Not reported
FF:	N
NPL:	Not on the NPL
Non NPL Status:	Removal Only Site (No Site Assessment Work Needed)

SEMS Detail:

Region:	9
Site ID:	905578

DEMOCRATIC NATIONAL CONVENTION - STAPLES CENTER (Continued) **1005440840**

EPA ID:	CASFN0905578
Site Name:	DEMOCRATIC NATIONAL CONVENTION - STAPLES CENTER
NPL:	N
FF:	N
OU:	0
Action Code:	RV
Action Name:	RMVL
SEQ:	1
Start Date:	2000-08-09 00:00:00
Finish Date:	8/18/2000
Qual:	C
Current Action Lead:	EPA Perf

74
NNE
1/4-1/2
0.340 mi.
1796 ft.

BELMONT PRIMARY CENTER NO. 11
950 SOUTH ALBANY STREET
LOS ANGELES, CA 90015

CA ENVIROSTOR **S105954501**
CA SCH **N/A**

Relative:
Higher

Actual:
250 ft.

ENVIROSTOR:

Facility ID:	19590009
Status:	Certified
Status Date:	06/02/2003
Site Code:	304271
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	0.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.04808
Longitude:	-118.2708
APN:	NONE SPECIFIED
Past Use:	* RETIAL - MISC.
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	BELMONT PRIMARY CENTER #11
Alias Type:	Alternate Name
Alias Name:	BELMONT PRIMARY CENTER NO. 11
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PRIMARY CENTER #11
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033618137
Alias Type:	EPA (FRS #)
Alias Name:	304271

BELMONT PRIMARY CENTER NO. 11 (Continued) **S105954501**

Alias Type: Project Code (Site Code)
Alias Name: 19590009
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 02/13/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 01/24/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 01/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/21/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/05/2003
Comments: Not reported

BELMONT PRIMARY CENTER NO. 11 (Continued) **S105954501**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	03/07/2003
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19590009
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304271
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	06/02/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.04808
Longitude:	-118.2708
APN:	NONE SPECIFIED
Past Use:	* RETIAL - MISC.
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	BELMONT PRIMARY CENTER #11
Alias Type:	Alternate Name
Alias Name:	BELMONT PRIMARY CENTER NO. 11
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PRIMARY CENTER #11
Alias Type:	Alternate Name

BELMONT PRIMARY CENTER NO. 11 (Continued) **S105954501**

Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033618137
Alias Type: EPA (FRS #)
Alias Name: 304271
Alias Type: Project Code (Site Code)
Alias Name: 19590009
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Public Participation
Completed Date: 02/13/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/06/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/22/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 11/02/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 01/24/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 01/23/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/21/2001
Comments: Not reported

BELMONT PRIMARY CENTER NO. 11 (Continued) **S105954501**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	05/05/2003
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	03/07/2003
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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75 NNE 1/4-1/2 0.372 mi. 1962 ft. | **BELMONT NEW PRIMARY CENTER NO. 11B** | **CA ENVIROSTOR** | **S105628546**
927-937 BLAINE STREET | **CA SCH** | **N/A**
LOS ANGELES, CA 90015

Relative: Higher

Actual: 254 ft.

ENVIROSTOR:

Facility ID:	19750090
Status:	Inactive - Needs Evaluation
Status Date:	09/29/2005
Site Code:	304339
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	0.39
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.04769
Longitude:	-118.2698
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE

BELMONT NEW PRIMARY CENTER NO. 11B (Continued) **S105628546**

Potential COC: Lead
Confirmed COC: 30013-NO
Potential Description: NONE SPECIFIED
Alias Name: BELMONT NEW PRIMARY CENTER NO. 11B (EXP)
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT NEW PRIMARY CENTER # 11 B
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304339
Alias Type: Project Code (Site Code)
Alias Name: 19750090
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 10/22/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/18/2002
Comments: The project was completed in September 2005.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19750090
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.39
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach

BELMONT NEW PRIMARY CENTER NO. 11B (Continued) **S105628546**

Site Code:	304339
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	09/29/2005
Restricted Use:	NO
Funding:	School District
Latitude:	34.04769
Longitude:	-118.2698
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE
Potential COC:	Lead
Confirmed COC:	30013-NO
Potential Description:	NONE SPECIFIED
Alias Name:	BELMONT NEW PRIMARY CENTER NO. 11B (EXP)
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT NEW PRIMARY CENTER # 11 B
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304339
Alias Type:	Project Code (Site Code)
Alias Name:	19750090
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	10/22/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/18/2002
Comments:	The project was completed in September 2005.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

76 NNW 1/4-1/2 0.374 mi. 1975 ft. | **CHEVRON #9-3929**
1600 OLYMPIC BLVD W
LOS ANGELES, CA 90015 | **CA LUST** | **S102427239**
CA HIST CORTESE | **N/A**

Relative: Higher

Actual: 249 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700547
Global Id:	T0603700547
Latitude:	34.0491556880228
Longitude:	-118.274593687172
Status:	Open - Remediation
Status Date:	11/22/2011
Case Worker:	ALT
RB Case Number:	900150043
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700547
Contact Type:	Regional Board Caseworker
Contact Name:	ADAM TAING
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 West 4th Street
City:	LOS ANGELES
Email:	adam.taing@waterboards.ca.gov
Phone Number:	2135766752

Global Id:	T0603700547
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700547
Action Type:	RESPONSE
Date:	01/15/2005
Action:	Monitoring Report - Quarterly

Global Id:	T0603700547
Action Type:	RESPONSE
Date:	07/15/2004
Action:	Monitoring Report - Quarterly

Global Id:	T0603700547
Action Type:	RESPONSE
Date:	07/15/2003
Action:	Monitoring Report - Quarterly

CHEVRON #9-3929 (Continued) **S102427239**

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: ENFORCEMENT
Date: 07/01/2002
Action: Staff Letter

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 08/26/2002
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE

CHEVRON #9-3929 (Continued) **S102427239**

Date: 10/15/2011
Action: Site Assessment Report

Global Id: T0603700547
Action Type: REMEDIATION
Date: 11/26/2008
Action: Free Product Removal

Global Id: T0603700547
Action Type: ENFORCEMENT
Date: 04/28/2000
Action: Staff Letter

Global Id: T0603700547
Action Type: ENFORCEMENT
Date: 11/22/2011
Action: Staff Letter

Global Id: T0603700547
Action Type: Other
Date: 04/15/1988
Action: Leak Stopped

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2010
Action: Pilot Study / Treatability Workplan

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2018
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

CHEVRON #9-3929 (Continued) **S102427239**

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2015
Action: Remedial Progress Report

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 09/22/2015
Action: Interim Remedial Action Plan

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: Other
Date: 04/15/1988
Action: Leak Discovery

Global Id: T0603700547
Action Type: RESPONSE

CHEVRON #9-3929 (Continued) **S102427239**

Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2012
Action: Remedial Progress Report

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2017
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2015
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 09/21/2015
Action: Well Installation Workplan - Regulator Responded

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

CHEVRON #9-3929 (Continued) **S102427239**

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 06/15/2006
Action: Interim Remedial Action Report

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 10/31/2008
Action: Interim Remedial Action Report

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700547
Action Type: Other

CHEVRON #9-3929 (Continued) **S102427239**

Date: 04/19/1988
Action: Leak Reported

Global Id: T0603700547
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700547
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603700547
Status: Open - Case Begin Date
Status Date: 04/15/1988

Global Id: T0603700547
Status: Open - Site Assessment
Status Date: 04/15/1988

Global Id: T0603700547
Status: Open - Site Assessment
Status Date: 09/16/1988

Global Id: T0603700547
Status: Open - Site Assessment
Status Date: 07/28/2000

Global Id: T0603700547
Status: Open - Remediation
Status Date: 11/22/2011

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900150043
Status: Remediation Plan
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: VEFP
Global ID: T0603700547
W Global ID: W0607701254
Staff: AT
Local Agency: 19050
Cross Street: UNION AVE
Enforcement Type: DLSEL
Date Leak Discovered: 4/15/1988
Date Leak First Reported: 4/19/1988
Date Leak Record Entered: 9/11/1988
Date Confirmation Began: 4/15/1988

CHEVRON #9-3929 (Continued) **S102427239**

Date Leak Stopped:	4/15/1988
Date Case Last Changed on Database:	8/26/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Tank Test
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Tank
Operator:	GARISON, LARS
Water System:	UNOCAL - JIM SCOTT
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3638.5078612481682622042862277
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	9/16/1988
Pollution Characterization Began:	7/28/2000
Remediation Plan Submitted:	8/28/2002
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	7/28/2000
Historical Max MTBE Date:	8/16/2000
Hist Max MTBE Conc in Groundwater:	7200
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	Y. M. TUAN
RP Address:	PO BOX 2833
Program:	LUST
Lat/Long:	34.0489979 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	3901254-001GEN
Summary:	TANK WILL BE REPAIRED AND PUT BACK INTO SERVICE 2/10/97 -RB. CON'T. TO MONITOR. REJECT SOIL VERIFICATION PLAN. SVE STOPPED 0197; 3/21/00 FREE PRODUCTS RECOVERY; 2/28/01 1ST QTR GW MON RPT

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900150043

N77 **BUSINESS SERVICE CENTER GARAGE** **CA LUST** **S114458558**
SSE **604 15TH ST E** **N/A**
1/4-1/2 **LOS ANGELES, CA 90015**
0.406 mi.
2142 ft. **Site 1 of 2 in cluster N**

Relative:
Lower

Actual:
231 ft.

LUST:

Lead Agency:	LOS ANGELES, CITY OF
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000005365

BUSINESS SERVICE CENTER GARAGE (Continued) **S114458558**

Global Id:	T10000005365
Latitude:	34.0312154
Longitude:	-118.2563472
Status:	Completed - Case Closed
Status Date:	11/08/2000
Case Worker:	Not reported
RB Case Number:	Not reported
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

LUST:

Global Id:	T10000005365
Action Type:	Other
Date:	01/27/1992
Action:	Leak Discovery
Global Id:	T10000005365
Action Type:	Other
Date:	01/27/1992
Action:	Leak Began
Global Id:	T10000005365
Action Type:	Other
Date:	01/27/1992
Action:	Leak Reported

LUST:

Global Id:	T10000005365
Status:	Open - Case Begin Date
Status Date:	01/27/1992
Global Id:	T10000005365
Status:	Completed - Case Closed
Status Date:	11/08/2000

N78 **TOYOTA DEALERSHIP** **CA CPS-SLIC** **1000847200**
SSE **1600 SOUTH FIGUEROA STREET** **CA FID UST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90015**
0.457 mi.
2412 ft. **Site 2 of 2 in cluster N**

Relative:
Lower

Actual:
229 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Open - Remediation**
Status Date:	11/01/2016
Global Id:	T10000007198
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.03719
Longitude:	-118.26976
Case Type:	Cleanup Program Site
Case Worker:	RV
Local Agency:	Not reported

TOYOTA DEALERSHIP (Continued) **1000847200**

RB Case Number:	1331
File Location:	Regional Board
Potential Media Affected:	Soil Vapor
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	The site is currently an active Toyota dealership with four separate repair facilities and a wash/detailing facility. Site assessments conducted in 2014 indicated volatile organic compound impacts in soil vapor.

Click here to access the California GeoTracker records for this facility:

CA FID UST:

Facility ID:	19036967
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1600 S FIGUEROA ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900150000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

79
SW
1/4-1/2
0.458 mi.
2419 ft.

G & P RECYCLING CENTER **CA SWRCY** **S109521526**
1016 W 18TH ST **N/A**
LOS ANGELES, CA 90015

Relative:
Lower

Actual:
210 ft.

SWRCY:

Reg Id:	203214
Cert Id:	RC203214.001
Mailing Address:	5425 W 64th St
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90056
Website:	Not reported
Email:	Not reported
Phone Number:	(323) 533-8531
Grand Father:	N
Rural:	N
Operation Begin Date:	04/16/2014
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	8:30 am - 4:30 pm
Tuesday Hours Of Operation:	8:30 am - 4:30 pm
Wednesday Hours Of Operation:	8:30 am - 4:30 pm

G & P RECYCLING CENTER (Continued) **S109521526**

Thursday Hours Of Operation:	8:30 am - 4:30 pm
Friday Hours Of Operation:	8:30 am - 4:30 pm
Saturday Hours Of Operation:	8:30 am - 4:30 pm
Sunday Hours Of Operation:	8:30 am - 4:30 pm
Organization ID:	196269
Organization Name:	G & P Recycling Inc

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80 ESE 1/4-1/2 0.459 mi. 2425 ft. | **ARCO #5033** | **CA LUST** | **S109117550**
1151 S FLOWER ST | **N/A**
LOS ANGELES, CA

Relative: Higher
Actual: 243 ft.

LUST:

Lead Agency:	LOS ANGELES, CITY OF
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603708034
Global Id:	T0603708034
Latitude:	34.042115
Longitude:	-118.265642
Status:	Completed - Case Closed
Status Date:	04/09/2013
Case Worker:	EL
RB Case Number:	Not reported
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	XS0001146
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603708034
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603708034
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603708034
Action Type:	ENFORCEMENT
Date:	04/09/2013
Action:	Closure/No Further Action Letter

Global Id:	T0603708034
Action Type:	Other

ARCO #5033 (Continued) **S109117550**

Date: 11/07/1995
Action: Leak Reported

Global Id: T0603708034
Action Type: Other
Date: 08/31/1995
Action: Leak Discovery

LUST:
Global Id: T0603708034
Status: Open - Case Begin Date
Status Date: 08/31/1995

Global Id: T0603708034
Status: Open - Site Assessment
Status Date: 11/07/1995

Global Id: T0603708034
Status: Open - Site Assessment
Status Date: 01/17/1996

Global Id: T0603708034
Status: Open - Site Assessment
Status Date: 05/20/1996

Global Id: T0603708034
Status: Open - Verification Monitoring
Status Date: 06/03/1996

Global Id: T0603708034
Status: Completed - Case Closed
Status Date: 04/09/2013

O81 **UNOCAL #0152 FORMER** **CA HIST CORTESE** **S102590700**
NNW **1800 OLYMPIC** **N/A**
1/4-1/2 **LOS ANGELES, CA 90021**
0.473 mi.
2500 ft. **Site 1 of 2 in cluster O**

Relative:
Higher

Actual:
257 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900210098

82 WNW 1/4-1/2 0.482 mi. 2546 ft. | **LOOMIS 1929 PICO, WEST LOS ANGELES, CA 90006** | **CA LUST** | **S110819243 N/A**

Relative: Lower

Actual: 233 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002999
Global Id:	T10000002999
Latitude:	34.0358636
Longitude:	-118.4535762
Status:	Completed - Case Closed
Status Date:	03/19/2012
Case Worker:	JH
RB Case Number:	900060161
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T10000002999
Contact Type:	Regional Board Caseworker
Contact Name:	JAY HUANG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	jhuang@waterboards.ca.gov
Phone Number:	2135766711

LUST:

Global Id:	T10000002999
Action Type:	Other
Date:	10/08/2010
Action:	Leak Discovery
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	04/13/2011
Action:	Referral to Regional Board - #1
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	03/19/2012
Action:	Closure/No Further Action Letter
Global Id:	T10000002999
Action Type:	ENFORCEMENT
Date:	05/17/2011
Action:	Staff Letter
Global Id:	T10000002999
Action Type:	RESPONSE
Date:	07/01/2011
Action:	Other Report / Document

LOOMIS (Continued) **S110819243**

Global Id: T10000002999
Action Type: ENFORCEMENT
Date: 02/28/2012
Action: Notification - Preclosure

Global Id: T10000002999
Action Type: ENFORCEMENT
Date: 03/19/2012
Action: Closure/No Further Action Letter

Global Id: T10000002999
Action Type: Other
Date: 03/04/2011
Action: Leak Reported

LUST:
Global Id: T10000002999
Status: Open - Case Begin Date
Status Date: 10/08/2010

Global Id: T10000002999
Status: Open - Site Assessment
Status Date: 04/25/2011

Global Id: T10000002999
Status: Completed - Case Closed
Status Date: 03/19/2012

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83 **AT & T** **CA LUST** **S102769926**
SSW **801 WASHINGTON BLVD W** **CA HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90015**
0.484 mi.
2558 ft.

Relative:
Lower

Actual:
217 ft.

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700545
Global Id: T0603700545
Latitude: 33.987929
Longitude: -118.4526931
Status: Completed - Case Closed
Status Date: 10/05/1987
Case Worker: YR
RB Case Number: 900150025
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST:
Global Id: T0603700545
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF

AT & T (Continued) **S102769926**

Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700545
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700545
Action Type: Other
Date: 10/05/1987
Action: Leak Reported

LUST:
Global Id: T0603700545
Status: Completed - Case Closed
Status Date: 10/05/1987

Global Id: T0603700545
Status: Open - Case Begin Date
Status Date: 10/05/1987

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900150025
Status: Case Closed
Substance: 1
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700545
W Global ID: W0607701254
Staff: UNK
Local Agency: 19050
Cross Street: Not reported
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 10/5/1987
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 10/5/1987
Date the Case was Closed: 10/5/1987
How Leak Discovered: Not reported
How Leak Stopped: Not reported

AT & T (Continued) **S102769926**

Cause of Leak:	UNK
Leak Source:	UNK
Operator:	Not reported
Water System:	UNOCAL - JIM SCOTT
Well Name:	Not reported
Approx. Dist To Production Well (ft):	7031.3765111752618226888688712
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLANK RP
RP Address:	Not reported
Program:	LUST
Lat/Long:	34.0362034 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	3901254-001GEN
Summary:	ONE TANK ABANDONED IN PLACE UNDER PERMIT FROM LA CITY FD

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900150025

84
ENE
1/4-1/2
0.498 mi.
2632 ft.

DOWNTOWN CAR WASH
811 OLYMPIC BLVD W
LOS ANGELES, CA 90015

CA LUST **S111345541**
N/A

Relative:
Higher

Actual:
249 ft.

LUST:

Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000003408
Global Id:	T10000003408
Latitude:	34.045429
Longitude:	-118.264462
Status:	Completed - Case Closed
Status Date:	07/23/2013
Case Worker:	MB
RB Case Number:	900150134

DOWNTOWN CAR WASH (Continued) **S111345541**

Local Agency: Not reported
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T10000003408
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

LUST:
Global Id: T10000003408
Action Type: ENFORCEMENT
Date: 03/25/2003
Action: Referral to Regional Board

Global Id: T10000003408
Action Type: ENFORCEMENT
Date: 01/09/2012
Action: Staff Letter

Global Id: T10000003408
Action Type: RESPONSE
Date: 01/23/2013
Action: Tank Removal Report / UST Sampling Report

Global Id: T10000003408
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T10000003408
Action Type: RESPONSE
Date: 10/15/2002
Action: Monitoring Report - Quarterly

Global Id: T10000003408
Action Type: RESPONSE
Date: 03/15/2003
Action: Monitoring Report - Quarterly

Global Id: T10000003408
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T10000003408
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

DOWNTOWN CAR WASH (Continued) **S111345541**

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/02/2012
Action: Request for Closure

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/02/2012
Action: Soil and Water Investigation Report

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/06/2012
Action: Other Report / Document

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/02/2012
Action: Tank Removal Report / UST Sampling Report

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/02/2012
Action: Soil and Water Investigation Workplan

Global Id: T10000003408
Action Type: RESPONSE
Date: 02/02/2012
Action: Soil and Water Investigation Workplan

Global Id: T10000003408
Action Type: RESPONSE
Date: 08/29/2013
Action: Well Destruction Report

Global Id: T10000003408
Action Type: ENFORCEMENT
Date: 03/21/2013
Action: Notification - Preclosure

Global Id: T10000003408
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T10000003408
Action Type: ENFORCEMENT
Date: 07/23/2013
Action: Closure/No Further Action Letter

Global Id: T10000003408
Action Type: Other
Date: 03/25/2003
Action: Leak Reported

LUST:
Global Id: T10000003408

DOWNTOWN CAR WASH (Continued) **S111345541**

Status: Open - Case Begin Date
Status Date: 03/25/2003

Global Id: T10000003408
Status: Open - Site Assessment
Status Date: 03/25/2003

Global Id: T10000003408
Status: Open - Eligible for Closure
Status Date: 02/05/2013

Global Id: T10000003408
Status: Completed - Case Closed
Status Date: 07/23/2013

O85 NNW 1/4-1/2 0.499 mi. 2637 ft.

Relative: Higher

Actual: 261 ft.

CITY NATIONAL BANK
1801 W OLYMPIC BLVD
LOS ANGELES, CA 90006

Site 2 of 2 in cluster O

RCRA-SQG **1000440278**
CA LUST **CAD982040495**
CA UST
CA SWEEPS UST
FINDS
ECHO
CA HAZNET
CA HIST CORTESE

RCRA-SQG:
Date form received by agency: 07/12/2004
Facility name: CITY NATIONAL BANK
Facility address: 1801 W OLYMPIC BLVD
LOS ANGELES, CA 90006
EPA ID: CAD982040495
Contact: PATRICK O CONNOR
Contact address: 1801 W OLYMPIC BLVD
LOS ANGELES, CA 90006
Contact country: US
Contact telephone: 213-427-5418
Contact email: PATRICK.OCONNOR@CAB.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: CITY NATIONAL CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported

CITY NATIONAL BANK (Continued) **1000440278**

Owner/Op end date: Not reported

Owner/operator name: CITY NATIONAL BANK
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1970
Owner/Op end date: Not reported

Owner/operator name: DENLEY INVESTMENTS
Owner/operator address: 849 S BROADWAY ST
LOS ANGELES, CA 90014
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/2000
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

CITY NATIONAL BANK (Continued) **1000440278**

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 09/01/1996
Site name: CITY NATIONAL BANK
Classification: Small Quantity Generator

Violation Status: No violations found

LUST:
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700473
Global Id: T0603700473
Latitude: 34.0503874
Longitude: -118.2768377
Status: Completed - Case Closed
Status Date: 07/30/1996
Case Worker: YR
RB Case Number: 900060043
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0603700473
Contact Type: Local Agency Caseworker

CITY NATIONAL BANK (Continued) **1000440278**

Contact Name: TBD
Organization Name: LOS ANGELES, CITY OF
Address: 200 N. MAIN ST. RM. 970
City: LOS ANGELES
Email: Not reported
Phone Number: 2134826528

Global Id: T0603700473
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700473
Action Type: Other
Date: 06/29/1993
Action: Leak Discovery

Global Id: T0603700473
Action Type: Other
Date: 10/10/1993
Action: Leak Reported

LUST:
Global Id: T0603700473
Status: Open - Case Begin Date
Status Date: 06/29/1993

Global Id: T0603700473
Status: Open - Site Assessment
Status Date: 09/10/1993

Global Id: T0603700473
Status: Completed - Case Closed
Status Date: 07/30/1996

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900060043
Status: Case Closed
Substance: Diesel
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil
Abatement Method Used at the Site: Not reported
Global ID: T0603700473
W Global ID: W0607701254
Staff: UNK
Local Agency: 19050

CITY NATIONAL BANK (Continued) **1000440278**

Cross Street:	BURLINGTON AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	6/29/1993	
Date Leak First Reported:		10/10/1993
Date Leak Record Entered:	11/24/1993	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		6/16/1994
Date the Case was Closed:		7/30/1996
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	FRANK DENOTO	
Water System:	UNOCAL - JIM SCOTT	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4178.4166519123035153316691126
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		9/10/1993
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CITY OF NATIONAL BAK	
RP Address:	1801 W OLYMPIC BLVD, LOS ANGELES CA 90006	
Program:	LUST	
Lat/Long:	34.0502368 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	3901254-001GEN	
Summary:	Not reported	

UST:

Facility ID:	23570
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.052259
Longitude:	-118.275141

Facility ID:	FA0018662
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.05091
Longitude:	-118.27649

CITY NATIONAL BANK (Continued) **1000440278**

SWEEPS UST:

Status:	Active
Comp Number:	8198
Number:	1
Board Of Equalization:	Not reported
Referral Date:	07-26-93
Action Date:	07-26-93
Created Date:	07-26-93
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

FINDS:

Registry ID: 110002785451

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000440278
Registry ID:	110002785451
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002785451

HAZNET:

envid:	1000440278
Year:	2009
GEPAID:	CAD982040495
Contact:	KEVIN LIBERMAN OPERATIONS MGR
Telephone:	2134275454
Mailing Name:	Not reported
Mailing Address:	1801 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900060000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8

CITY NATIONAL BANK (Continued) **1000440278**

Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000440278
Year:	2005
GEPAID:	CAD982040495
Contact:	PATRICK O'CONNOR/CHIEF ENGR
Telephone:	2134275418
Mailing Name:	Not reported
Mailing Address:	1801 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900060000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Not reported
Tons:	0.33
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000440278
Year:	2005
GEPAID:	CAD982040495
Contact:	PATRICK O'CONNOR/CHIEF ENGR
Telephone:	2134275418
Mailing Name:	Not reported
Mailing Address:	1801 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900060000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Transfer Station
Tons:	0.5
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	1000440278
Year:	2005
GEPAID:	CAD982040495
Contact:	PATRICK O'CONNOR/CHIEF ENGR
Telephone:	2134275418
Mailing Name:	Not reported
Mailing Address:	1801 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900060000
Gen County:	Not reported
TSD EPA ID:	CAD009007626
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	1.51
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

CITY NATIONAL BANK (Continued) **1000440278**

envid:	1000440278
Year:	2004
GEPAID:	CAD982040495
Contact:	PATRICK O'CONNOR/CHIEF ENGR
Telephone:	2134275418
Mailing Name:	Not reported
Mailing Address:	1801 W OLYMPIC BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900060000
Gen County:	Not reported
TSD EPA ID:	CAD008364432
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Transfer Station
Tons:	0.84
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900060043

86
South
1/4-1/2
0.500 mi.
2639 ft.

ORIGINAL CYLINDER CO **SEMS-ARCHIVE** **1003878823**
1812 GEORGIA **CAD981161110**
LOS ANGELES, CA 90015

Relative:
Lower

Actual:
222 ft.

SEMS Archive:

Site ID:	902266
EPA ID:	CAD981161110
Cong District:	25
FIPS Code:	6037
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	9
Site ID:	902266
EPA ID:	CAD981161110
Site Name:	ORIGINAL CYLINDER CO
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1986-06-01 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

ORIGINAL CYLINDER CO (Continued) **1003878823**

Region:	9
Site ID:	902266
EPA ID:	CAD981161110
Site Name:	ORIGINAL CYLINDER CO
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1985-11-01 00:00:00
Finish Date:	1985-11-01 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Region:	9
Site ID:	902266
EPA ID:	CAD981161110
Site Name:	ORIGINAL CYLINDER CO
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1985-09-01 00:00:00
Finish Date:	1986-06-01 00:00:00
Qual:	N
Current Action Lead:	St Perf

87
SSE
1/2-1
0.730 mi.
3852 ft.

JOHNSON BRONZE COMPANY **CA ENVIROSTOR** **S101480797**
1818 S. GRAND AVENUE **N/A**
LOS ANGELES, CA 90017

Relative:
Lower

Actual:
225 ft.

ENVIROSTOR:

Facility ID:	19340506
Status:	Refer: Other Agency
Status Date:	08/15/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Assembly:	59
Senate:	30
Special Program:	* Site Char & Assess Grant (CERCLA 104)
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.03388

JOHNSON BRONZE COMPANY (Continued) **S101480797**

Longitude: -118.2675
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * HALOGENATED SOLVENTS * OIL/WATER SEPARATION SLUDGE * UNSPECIFIED SOLVENT MIXTURES
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: JOHNSON AUTOMOTIVE
Alias Type: Alternate Name
Alias Name: PARKER HANNIFIN CORP(1968-PRESENT)
Alias Type: Alternate Name
Alias Name: CAD981425002
Alias Type: CERCLIS ID
Alias Name: 19340506
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/11/1981
Comments: FACILITY IDENTIFIED ID BY 1947 PAC TEL DIR. BEARINGS: BABBITT, BRONZE, ETC.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

88
North
1/2-1
0.746 mi.
3938 ft.

BELMONT NEW ELEMENTARY SCHOOL #3
680 LITTLE ST
LOS ANGELES, CA 90017

CA ENVIROSTOR **S105024642**
CA SCH **N/A**
CA HIST CORTESE

Relative:
Higher

Actual:
309 ft.

ENVIROSTOR:
Facility ID: 19750071
Status: Certified
Status Date: 03/30/1993
Site Code: Not reported
Site Type: School Cleanup
Site Type Detailed: School
Acres: 10
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05442
Longitude:	-118.2716
APN:	5142-012-900, 5142-012-901, 5142-012-902, 5142-012-903, 5142-012-904, 5142-012-905, 5142-012-906, 5142-012-907, 5142-012-908, 5142-012-909, 5142-012-910, 5142-013-900, 5142-013-901, 5142-013-902, 5142-013-903, 5142-013-904, 5142-013-905, 5142-013-906, 5142-013-907, 5142-013-908, 5142-013-909, 5142-013-910, 5142-013-911, 5142-013-912, 5142-013-914, 5142-013-915, 5142-013-916, 5142012900, 5142012901, 5142012902, 5142012903, 5142012904, 5142012905, 5142012906, 5142012907, 5142012908, 5142012909, 5142012910, 5142013900, 5142013901, 5142013902, 5142013903, 5142013904, 5142013905, 5142013906, 5142013907, 5142013908, 5142013909, 5142013910, 5142013911, 5142013912, 5142013914, 5142013915, 5142013916
Past Use:	NONE SPECIFIED
Potential COC:	Arsenic Lead TPH-diesel TPH-MOTOR OIL Cadmium and compounds Chromium III
Confirmed COC:	Arsenic Lead TPH-diesel Cadmium and compounds Chromium III TPH-MOTOR OIL
Potential Description:	SOIL
Alias Name:	5142-012-900
Alias Type:	APN
Alias Name:	5142-012-901
Alias Type:	APN
Alias Name:	5142-012-902
Alias Type:	APN
Alias Name:	5142-012-903
Alias Type:	APN
Alias Name:	5142-012-904
Alias Type:	APN
Alias Name:	5142-012-905
Alias Type:	APN
Alias Name:	5142-012-906
Alias Type:	APN
Alias Name:	5142-012-907
Alias Type:	APN
Alias Name:	5142-012-908
Alias Type:	APN
Alias Name:	5142-012-909
Alias Type:	APN
Alias Name:	5142-012-910
Alias Type:	APN
Alias Name:	5142-013-900
Alias Type:	APN
Alias Name:	5142-013-901
Alias Type:	APN
Alias Name:	5142-013-902
Alias Type:	APN
Alias Name:	5142-013-903
Alias Type:	APN
Alias Name:	5142-013-904
Alias Type:	APN
Alias Name:	5142-013-905
Alias Type:	APN
Alias Name:	5142-013-906
Alias Type:	APN

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Alias Name:	5142-013-907
Alias Type:	APN
Alias Name:	5142-013-908
Alias Type:	APN
Alias Name:	5142-013-909
Alias Type:	APN
Alias Name:	5142-013-910
Alias Type:	APN
Alias Name:	5142-013-911
Alias Type:	APN
Alias Name:	5142-013-912
Alias Type:	APN
Alias Name:	5142-013-914
Alias Type:	APN
Alias Name:	5142-013-915
Alias Type:	APN
Alias Name:	5142-013-916
Alias Type:	APN
Alias Name:	5142012900
Alias Type:	APN
Alias Name:	5142012901
Alias Type:	APN
Alias Name:	5142012902
Alias Type:	APN
Alias Name:	5142012903
Alias Type:	APN
Alias Name:	5142012904
Alias Type:	APN
Alias Name:	5142012905
Alias Type:	APN
Alias Name:	5142012906
Alias Type:	APN
Alias Name:	5142012907
Alias Type:	APN
Alias Name:	5142012908
Alias Type:	APN
Alias Name:	5142012909
Alias Type:	APN
Alias Name:	5142012910
Alias Type:	APN
Alias Name:	5142013900
Alias Type:	APN
Alias Name:	5142013901
Alias Type:	APN
Alias Name:	5142013902
Alias Type:	APN
Alias Name:	5142013903
Alias Type:	APN
Alias Name:	5142013904
Alias Type:	APN
Alias Name:	5142013905
Alias Type:	APN
Alias Name:	5142013906
Alias Type:	APN
Alias Name:	5142013907
Alias Type:	APN
Alias Name:	5142013908

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Alias Type: APN
Alias Name: 5142013909
Alias Type: APN
Alias Name: 5142013910
Alias Type: APN
Alias Name: 5142013911
Alias Type: APN
Alias Name: 5142013912
Alias Type: APN
Alias Name: 5142013914
Alias Type: APN
Alias Name: 5142013915
Alias Type: APN
Alias Name: 5142013916
Alias Type: APN
Alias Name: 110013305324
Alias Type: EPA (FRS #)
Alias Name: 110033618128
Alias Type: EPA (FRS #)
Alias Name: 19750071
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/30/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 02/12/1992
Comments: SMALL CERTIFICATION: On February 12, 1993, the Department enetered into an En- forceable agreement with the LAUSD, for the oversight of a removal action for remdiation of Parcel 10831. The re- moval action consisted of the excavation and off-site disposal of 122 tons of soil contaminated with volotile organic hydrocarbons, petroleum hydorcarbons, and heavy metals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/22/1990
Comments: Facility identified LA Unified School District submitted a Phase 2 Site Investigation Report to the Dept. for review. Sample Results: TPHC up to 21700 mg/kg.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/25/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/30/1993

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	08/21/1991
Comments:	PEA submitted and reviewed. Further activity is suggested and concurred with by the Department of Toxics Substances Control. Lead agency will be DTSC.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	05/28/1991
Comments:	Reports reviewed indicate site was previously occupied by multiple dwelling residences, commercial buildings and an auto body/repair shop. Site is contaminated with metals and semi-volatiles. Site is now owned by LA Unified School District.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	12/06/1990
Comments:	On Cortese List: Contamination found on site; TPH up to 21700 mg/kg. Site Screening Done: Recommend PEA Medium.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19750071
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	10
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	Not reported
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	03/30/1993
Restricted Use:	NO

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Funding:	School District
Latitude:	34.05442
Longitude:	-118.2716
APN:	5142-012-900, 5142-012-901, 5142-012-902, 5142-012-903, 5142-012-904, 5142-012-905, 5142-012-906, 5142-012-907, 5142-012-908, 5142-012-909, 5142-012-910, 5142-013-900, 5142-013-901, 5142-013-902, 5142-013-903, 5142-013-904, 5142-013-905, 5142-013-906, 5142-013-907, 5142-013-908, 5142-013-909, 5142-013-910, 5142-013-911, 5142-013-912, 5142-013-914, 5142-013-915, 5142-013-916, 5142012900, 5142012901, 5142012902, 5142012903, 5142012904, 5142012905, 5142012906, 5142012907, 5142012908, 5142012909, 5142012910, 5142013900, 5142013901, 5142013902, 5142013903, 5142013904, 5142013905, 5142013906, 5142013907, 5142013908, 5142013909, 5142013910, 5142013911, 5142013912, 5142013914, 5142013915, 5142013916
Past Use:	NONE SPECIFIED
Potential COC:	Arsenic, Lead, TPH-diesel, TPH-MOTOR OIL, Cadmium and compounds, Chromium III
Confirmed COC:	Arsenic, Lead, TPH-diesel, Cadmium and compounds, Chromium III, TPH-MOTOR OIL
Potential Description:	SOIL
Alias Name:	5142-012-900
Alias Type:	APN
Alias Name:	5142-012-901
Alias Type:	APN
Alias Name:	5142-012-902
Alias Type:	APN
Alias Name:	5142-012-903
Alias Type:	APN
Alias Name:	5142-012-904
Alias Type:	APN
Alias Name:	5142-012-905
Alias Type:	APN
Alias Name:	5142-012-906
Alias Type:	APN
Alias Name:	5142-012-907
Alias Type:	APN
Alias Name:	5142-012-908
Alias Type:	APN
Alias Name:	5142-012-909
Alias Type:	APN
Alias Name:	5142-012-910
Alias Type:	APN
Alias Name:	5142-013-900
Alias Type:	APN
Alias Name:	5142-013-901
Alias Type:	APN
Alias Name:	5142-013-902
Alias Type:	APN
Alias Name:	5142-013-903
Alias Type:	APN
Alias Name:	5142-013-904
Alias Type:	APN
Alias Name:	5142-013-905
Alias Type:	APN
Alias Name:	5142-013-906
Alias Type:	APN
Alias Name:	5142-013-907

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Alias Type:	APN
Alias Name:	5142-013-908
Alias Type:	APN
Alias Name:	5142-013-909
Alias Type:	APN
Alias Name:	5142-013-910
Alias Type:	APN
Alias Name:	5142-013-911
Alias Type:	APN
Alias Name:	5142-013-912
Alias Type:	APN
Alias Name:	5142-013-914
Alias Type:	APN
Alias Name:	5142-013-915
Alias Type:	APN
Alias Name:	5142-013-916
Alias Type:	APN
Alias Name:	5142012900
Alias Type:	APN
Alias Name:	5142012901
Alias Type:	APN
Alias Name:	5142012902
Alias Type:	APN
Alias Name:	5142012903
Alias Type:	APN
Alias Name:	5142012904
Alias Type:	APN
Alias Name:	5142012905
Alias Type:	APN
Alias Name:	5142012906
Alias Type:	APN
Alias Name:	5142012907
Alias Type:	APN
Alias Name:	5142012908
Alias Type:	APN
Alias Name:	5142012909
Alias Type:	APN
Alias Name:	5142012910
Alias Type:	APN
Alias Name:	5142013900
Alias Type:	APN
Alias Name:	5142013901
Alias Type:	APN
Alias Name:	5142013902
Alias Type:	APN
Alias Name:	5142013903
Alias Type:	APN
Alias Name:	5142013904
Alias Type:	APN
Alias Name:	5142013905
Alias Type:	APN
Alias Name:	5142013906
Alias Type:	APN
Alias Name:	5142013907
Alias Type:	APN
Alias Name:	5142013908
Alias Type:	APN

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Alias Name: 5142013909
Alias Type: APN
Alias Name: 5142013910
Alias Type: APN
Alias Name: 5142013911
Alias Type: APN
Alias Name: 5142013912
Alias Type: APN
Alias Name: 5142013914
Alias Type: APN
Alias Name: 5142013915
Alias Type: APN
Alias Name: 5142013916
Alias Type: APN
Alias Name: 110013305324
Alias Type: EPA (FRS #)
Alias Name: 110033618128
Alias Type: EPA (FRS #)
Alias Name: 19750071
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/30/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 02/12/1992
Comments: SMALL CERTIFICATION: On February 12, 1993, the Department enetered into an En- forceable agreement with the LAUSD, for the oversight of a removal action for remdiation of Parcel 10831. The re- moval action consisted of the excavation and off-site disposal of 122 tons of soil contaminated with volotile organic hydrocarbons, petroleum hydorcarbons, and heavy metals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/22/1990
Comments: Facility identified LA Unified School District submitted a Phase 2 Site Investigation Report to the Dept. for review. Sample Results: TPHC up to 21700 mg/kg.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 10/25/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 03/30/1993
Comments: Not reported

BELMONT NEW ELEMENTARY SCHOOL #3 (Continued) **S105024642**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 08/21/1991
Comments: PEA submitted and reviewed. Further activity is suggested and concurred with by the Department of Toxics Substances Control. Lead agency will be DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 05/28/1991
Comments: Reports reviewed indicate site was previously occupied by multiple dwelling residences, commercial buildings and an auto body/repair shop. Site is contaminated with metals and semi-volatiles. Site is now owned by LA Unified School District.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/06/1990
Comments: On Cortese List: Contamination found on site; TPH up to 21700 mg/kg. Site Screening Done: Recommend PEA Medium.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19750071

89
NE
1/2-1
0.790 mi.
4170 ft.

GOOD SAMARITAN HOSPITAL ER ENTRANCE
1225 WILSHIRE
LOS ANGELES, CA 90017

CA ENVIROSTOR **S110493875**
CA LUST **N/A**

Relative:
Higher

Actual:
341 ft.

ENVIROSTOR:
Facility ID: 71003074
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED

GOOD SAMARITAN HOSPITAL ER ENTRANCE (Continued) **S110493875**

Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.05335
Longitude: -118.2655
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD982485625
Alias Type: EPA Identification Number
Alias Name: 71003074
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LUST:
Lead Agency: SWRCB
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004822
Global Id: T10000004822
Latitude: 34.053355
Longitude: -118.265582
Status: Open - Eligible for Closure
Status Date: 02/04/2015
Case Worker: MC
RB Case Number: Not reported
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: TT
Potential Media Affect: Not reported
Potential Contaminants of Concern: Diesel
Site History: There is a State Water Board closure Order for this case issued 1/28/2015. The State Water Board needs confirmation that the corrective action wells and wastes have been removed from the site in

GOOD SAMARITAN HOSPITAL ER ENTRANCE (Continued) **S110493875**

order to close the case. Once confirmation has been received State Water Board can issue a Uniform Closure Letter and close the case. Attempts to reach the RP have failed. gwl 4/14/2016.

LUST:

Global Id:	T10000004822
Contact Type:	Local Agency Caseworker
Contact Name:	GREG STEVENS
Organization Name:	LOS ANGELES, CITY OF
Address:	221 N Figueroa St
City:	LOS ANGELES
Email:	gregory.stevens@lacity.org
Phone Number:	2134826527

Global Id:	T10000004822
Contact Type:	Regional Board Caseworker
Contact Name:	MATTHEW COHEN
Organization Name:	SWRCB
Address:	1001 I Street
City:	SACRAMENTO
Email:	mcohen@waterboards.ca.gov
Phone Number:	9163415751

LUST:

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	05/07/2013
Action:	Notice of Violation - #20136

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	09/17/1996
Action:	Closure/No Further Action Letter

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	09/17/1986
Action:	Technical Correspondence / Assistance / Other

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	06/06/1986
Action:	Notice to Comply

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	09/18/1987
Action:	Technical Correspondence / Assistance / Other

Global Id:	T10000004822
Action Type:	ENFORCEMENT
Date:	05/09/1986
Action:	Referral to Regional Board

Global Id:	T10000004822
Action Type:	RESPONSE
Date:	04/05/2005

GOOD SAMARITAN HOSPITAL ER ENTRANCE (Continued) **S110493875**

Action: Soil and Water Investigation Report

Global Id: T10000004822
Action Type: RESPONSE
Date: 08/19/2004
Action: Soil and Water Investigation Report

Global Id: T10000004822
Action Type: RESPONSE
Date: 12/27/2005
Action: Soil and Water Investigation Report

Global Id: T10000004822
Action Type: RESPONSE
Date: 05/06/1986
Action: Site Assessment Report

Global Id: T10000004822
Action Type: RESPONSE
Date: 07/17/2013
Action: Correspondence

Global Id: T10000004822
Action Type: RESPONSE
Date: 05/20/2013
Action: Correspondence

Global Id: T10000004822
Action Type: ENFORCEMENT
Date: 01/28/2015
Action: State Water Board Closure Order

Global Id: T10000004822
Action Type: Other
Date: 08/08/2005
Action: Leak Reported

Global Id: T10000004822
Action Type: Other
Date: 07/26/2005
Action: Leak Discovery

LUST:
Global Id: T10000004822
Status: Open - Case Begin Date
Status Date: 07/26/2005

Global Id: T10000004822
Status: Open - Site Assessment
Status Date: 06/11/2013

Global Id: T10000004822
Status: Open - Eligible for Closure
Status Date: 12/12/2013

Global Id: T10000004822
Status: Open - Eligible for Closure

GOOD SAMARITAN HOSPITAL ER ENTRANCE (Continued) **S110493875**

Status Date: 02/04/2015

90
ESE
1/2-1
0.794 mi.
4194 ft.

FC BROADWAY AND HILL 1108 SOUTH HILL
1108 S HILL STREET
LOS ANGELES, CA 90015

CA ENVIROSTOR **S117038678**
CA VCP **N/A**
CA HAZNET

Relative:
Higher

Actual:
245 ft.

ENVIROSTOR:

Facility ID:	60002032
Status:	No Further Action
Status Date:	04/14/2017
Site Code:	301670-11
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.06
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Haissam Salloum
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	30
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03961
Longitude:	-118.2600
APN:	NONE SPECIFIED
Past Use:	UNDERGROUND STORAGE TANKS
Potential COC:	Tetrachloroethylene (PCE Trichloroethylene (TCE Ethylbenzene Naphthalene Xylenes
Confirmed COC:	Tetrachloroethylene (PCE Naphthalene Ethylbenzene Xylenes Trichloroethylene (TCE
Potential Description:	SOIL, SV
Alias Name:	301670-11
Alias Type:	Project Code (Site Code)
Alias Name:	60002032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/09/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Risk Assessment Report
Completed Date:	12/30/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

FC BROADWAY AND HILL 1108 SOUTH HILL (Continued) **S117038678**

Completed Document Type:	Design/Implementation Workplan
Completed Date:	02/10/2015
Comments:	Risk Management Plan

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	07/09/2014
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Facility ID:	60002032
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.06
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Haissam Salloum
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Site Code:	301670-11
Assembly:	53
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	04/14/2017
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03961 / -118.2600
APN:	NONE SPECIFIED
Past Use:	UNDERGROUND STORAGE TANKS
Potential COC:	30022, 30027, 30272, 30484, 30593
Confirmed COC:	30022,30484,30272,30593,30027
Potential Description:	SOIL, SV
Alias Name:	301670-11
Alias Type:	Project Code (Site Code)
Alias Name:	60002032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/09/2014

FC BROADWAY AND HILL 1108 SOUTH HILL (Continued) **S117038678**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Risk Assessment Report
Completed Date: 12/30/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 02/10/2015
Comments: Risk Management Plan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 07/09/2014
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HAZNET:
envid: S117038678
Year: 2015
GEPAID: CAC002822899
Contact: KENNETH C. YASMER
Telephone: 2134162272
Mailing Name: Not reported
Mailing Address: 949 S HOPE ST
Mailing City,St,Zip: LOS ANGELES, CA 900151454
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Polychlorinated biphenyls and material containing PCBs
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.12563
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Los Angeles

envid: S117038678
Year: 2015
GEPAID: CAC002822899
Contact: KENNETH C. YASMER
Telephone: 2134162272
Mailing Name: Not reported
Mailing Address: 949 S HOPE ST

FC BROADWAY AND HILL 1108 SOUTH HILL (Continued) **S117038678**

Mailing City,St,Zip:	LOS ANGELES, CA 900151454
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Liquids with pH <= 2
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.004
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S117038678
Year:	2015
GEPAID:	CAC002822899
Contact:	KENNETH C. YASMER
Telephone:	2134162272
Mailing Name:	Not reported
Mailing Address:	949 S HOPE ST
Mailing City,St,Zip:	LOS ANGELES, CA 900151454
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	3.68
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

envid:	S117038678
Year:	2015
GEPAID:	CAC002822899
Contact:	KENNETH C. YASMER
Telephone:	2134162272
Mailing Name:	Not reported
Mailing Address:	949 S HOPE ST
Mailing City,St,Zip:	LOS ANGELES, CA 900151454
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Other inorganic solid waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.135
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Los Angeles

P91 NNE 1/2-1 0.796 mi. 4203 ft. | **CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1**
UNION AVENUE/WILSHIRE BOULEVARD
LOS ANGELES, CA 90017

CA ENVIROSTOR **S107736103**
CA SCH **N/A**

Site 1 of 2 in cluster P

Relative: Higher

Actual: 316 ft.

ENVIROSTOR:

Facility ID:	19550021
Status:	Certified
Status Date:	07/22/2008
Site Code:	304313
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	8.3
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05513
Longitude:	-118.2701
APN:	NONE SPECIFIED
Past Use:	* RETAIL - AUTO DEALERS & SERVICE STATIONS
Potential COC:	Arsenic Benzene Lead Methyl tertbutyl ether (MTBE TPH-diesel
Confirmed COC:	Arsenic 30003-NO Lead Methyl tertbutyl ether (MTBE 30024-NO
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCH #1 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1
Alias Type:	Alternate Name
Alias Name:	John Liechty Middle School
Alias Type:	Alternate Name
Alias Name:	LAUSD-CENTRAL LA MS # 1
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033619564
Alias Type:	EPA (FRS #)
Alias Name:	304313
Alias Type:	Project Code (Site Code)
Alias Name:	19550021
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	07/22/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/30/2004
Comments: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary and certified the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/08/2002
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/30/2004
Comments: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary and certified the site. Pb-paint for area A and GW issues still outstanding.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/02/2003
Comments: SSI information folded into revised CSSI and was subsequently approved aprvd. See CSSI for details.

Completed Area Name: LBP
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/09/2004
Comments: Not reported

Completed Area Name: LBP
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/30/2004
Comments: Approved RAC completion report and Pb-SSI(Area B); further action for groundwater

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/23/2004
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/29/2004
Comments: Further Action addition GW monitoring necessary

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/30/2001
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 07/01/2005
Comments: Cusory review - no comment til final report.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/29/2004
Comments: DTSC did not concur with NFA and recommended additional GW sampling.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/26/2005
Comments: No comments issued, pending additional monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/02/2003
Comments: Approval of CSSI and determination of FA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 01/23/2004
Comments: DTSC concurred with the sampling approach to assess tank areas

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/27/2004
Comments: Approval of FSI Report and "hot" spot removal for benzene and MTBE impacted soils

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Document Type: Removal Action Workplan
Completed Date: 04/02/2004
Comments: Conditional approval of RAW Addendum for implementation

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 01/14/2005
Comments: awaiting for final detemination for the site

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/15/2005
Comments: DTSC acknowledged receipt of report. Final detm pending additional monitoring and coordination with LARWQCB,

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/01/2005
Comments: Currently evaluating GW and coordinating with RWQCB

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/10/2006
Comments: Report reviewed as an update of GW conditions. No approval necessary.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/14/2006
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/23/2006
Comments: Issued FA determination on 8/14/06 after review of First Qtr GW monitoring report. District to install 2 more wells and monitor for 2-4 qtrs.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Well Installation Workplan
Completed Date: 01/29/2007
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/08/2007
Comments: Reviewed but not approved. Will complete trend analysis with future reports.

Completed Area Name: GW

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2007
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/21/2008
Comments: Prepared 02/21/08, received 02/26/08, and commented 02/27/08. Additional run of GW monitoring is necessary.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/29/2008
Comments: a revised final copy

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/09/1996
Comments: 10/9/1996 - LARWQCB completes a site investigation and remedial action for the UST located at Unocal Service Station NO.2325 and issues a letter of closure.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/25/2004
Comments: DTSC sent LARWQCB a Coordination Letter for UST remediation.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 08/23/2006
Comments: LAFD Responds to the UST Report dated 3/9/04 by Meredith & Associates, Incorporation. Letter Results in referring the matter to the State Regional Water Quality Control Board.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 06/25/2007
Comments: LARWQCB letter to LAUSD Requesting additional information regarding the Underground Storage Tank Program.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: *Correspondence - Received
Completed Date: 07/22/2008
Comments: LARWQCB Letter to LAUSD confirming the completion of a site investigation and corrective actions for the UST located at 1546 Wilshire Blvd, Los Angeles CA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Central Los Angeles Middle School #1 site.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19550021
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	8.3
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304313
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	07/22/2008
Restricted Use:	NO
Funding:	School District
Latitude:	34.05513
Longitude:	-118.2701
APN:	NONE SPECIFIED
Past Use:	* RETAIL - AUTO DEALERS & SERVICE STATIONS
Potential COC:	Arsenic, Benzene, Lead, Methyl tertbutyl ether (MTBE, TPH-diesel
Confirmed COC:	Arsenic, 30003-NO, Lead, Methyl tertbutyl ether (MTBE, 30024-NO
Potential Description:	SOIL
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCH #1 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL #1
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1
Alias Type:	Alternate Name
Alias Name:	John Liechty Middle School
Alias Type:	Alternate Name
Alias Name:	LAUSD-CENTRAL LA MS # 1
Alias Type:	Alternate Name

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 110033619564
Alias Type: EPA (FRS #)
Alias Name: 304313
Alias Type: Project Code (Site Code)
Alias Name: 19550021
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/22/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * CEQA
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 07/30/2004
Comments: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary and certified the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/08/2002
Comments: DTSC issued a Preliminary Endangerment Assessment determination, requiring further action at the proposed school site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/30/2004
Comments: DTSC has determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented and that no further removal/remedial action is necessary and certified the site. Pb-paint for area A and GW issues still outstanding.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/08/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/02/2003

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Comments: SSI information folded into revised CSSI and was subsequently approved aprvd. See CSSI for details.

Completed Area Name: LBP
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 04/09/2004
Comments: Not reported

Completed Area Name: LBP
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 07/30/2004
Comments: Approved RAC completion report and Pb-SSI(Area B); further action for groundwater

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/23/2004
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 10/29/2004
Comments: Further Action addition GW monitoring necessary

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/30/2001
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 07/01/2005
Comments: Cusory review - no comment til final report.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/29/2004
Comments: DTSC did not concur with NFA and recommended additional GW sampling.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/26/2005
Comments: No comments issued, pending additional monitoring.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/02/2003
Comments: Approval of CSSI and determination of FA

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Tank Removal Report
Completed Date: 01/23/2004
Comments: DTSC concurred with the sampling approach to assess tank areas

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/27/2004
Comments: Approval of FSI Report and "hot" spot removal for benzene and MTBE impacted soils

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/02/2004
Comments: Conditional approval of RAW Addendum for implementation

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 01/14/2005
Comments: awaiting for final detemination for the site

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 12/15/2005
Comments: DTSC acknowledged receipt of report. Final detm pending additional monitoring and coordination with LARWQCB,

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 07/01/2005
Comments: Currently evaluating GW and coordinating with RWQCB

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 03/10/2006
Comments: Report reviewed as an update of GW conditions. No approval necessary.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/14/2006
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/23/2006
Comments: Issued FA determination on 8/14/06 after review of First Qtr GW monitoring report. District to install 2 more wells and monitor for 2-4 qtrs.

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Well Installation Workplan
Completed Date: 01/29/2007
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/08/2007
Comments: Reviewed but not approved. Will complete trend analysis with future reports.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 09/14/2007
Comments: Not reported

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/21/2008
Comments: Prepared 02/21/08, received 02/26/08, and commented 02/27/08. Additional run of GW monitoring is necessary.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 05/29/2008
Comments: a revised final copy

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/09/1996
Comments: 10/9/1996 - LARWQCB completes a site investigation and remedial action for the UST located at Unocal Service Station NO.2325 and issues a letter of closure.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/25/2004
Comments: DTSC sent LARWQCB a Coordination Letter for UST remediation.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 08/23/2006
Comments: LAFD Responds to the UST Report dated 3/9/04 by Meredith & Associates, Incorporation. Letter Results in referring the matter to the State Regional Water Quality Control Board.

Completed Area Name: GW
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan

CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 (Continued) **S107736103**

Completed Date:	06/25/2007
Comments:	LARWQCB letter to LAUSD Requesting additional information regarding the Underground Storage Tank Program.
Completed Area Name:	GW
Completed Sub Area Name:	Not reported
Completed Document Type:	*Correspondence - Received
Completed Date:	07/22/2008
Comments:	LARWQCB Letter to LAUSD confirming the completion of a site investigation and corrective actions for the UST located at 1546 Wilshire Blvd, Los Angeles CA.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Central Los Angeles Middle School #1 site.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

P92 **ESPERANZA LEARNING CENTER** **CA ENVIROSTOR** **S118756570**
North **LITTLE STREET/INGRAM STREET/680 LITTLE STREET** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90017**
0.801 mi.
4227 ft. **Site 2 of 2 in cluster P**

Relative:
Higher

Actual:
313 ft.

ENVIROSTOR:

Facility ID:	19820025
Status:	No Action Required
Status Date:	03/20/2000
Site Code:	304140
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	5.2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District

ESPERANZA LEARNING CENTER (Continued) **S118756570**

Latitude: 34.05530
Longitude: -118.2707
APN: NONE SPECIFIED
Past Use: * EDUCATIONAL SERVICES
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: ESPARANZA LEARNING CENTER
Alias Type: Alternate Name
Alias Name: LAUSD-ESPERANZA LEARNING CENTER
Alias Type: Alternate Name
Alias Name: LAUSD-ESPERANZA LEARNING CENTER/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304020
Alias Type: Project Code (Site Code)
Alias Name: 304140
Alias Type: Project Code (Site Code)
Alias Name: 19820025
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/20/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/09/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820025
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED

ESPERANZA LEARNING CENTER (Continued) **S118756570**

Acres:	5.2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Mark Malinowski
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304140
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Action Required
Status Date:	03/20/2000
Restricted Use:	NO
Funding:	School District
Latitude:	34.05530
Longitude:	-118.2707
APN:	NONE SPECIFIED
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	ESPARANZA LEARNING CENTER
Alias Type:	Alternate Name
Alias Name:	LAUSD-ESPERANZA LEARNING CENTER
Alias Type:	Alternate Name
Alias Name:	LAUSD-ESPERANZA LEARNING CENTER/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304020
Alias Type:	Project Code (Site Code)
Alias Name:	304140
Alias Type:	Project Code (Site Code)
Alias Name:	19820025
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	03/20/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/09/2000
Comments:	Not reported
Future Area Name:	Not reported

ESPERANZA LEARNING CENTER (Continued) **S118756570**

Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

93
West
1/2-1
0.843 mi.
4450 ft.

MAGNOLIA ELEMENTARY SCHOOL REDESIGN
1626 SOUTH ORCHARD AVENUE
LOS ANGELES, CA 90006

CA ENVIROSTOR **S118756585**
CA SCH **N/A**

Relative:
Lower

Actual:
233 ft.

ENVIROSTOR:

Facility ID:	19820078
Status:	No Action Required
Status Date:	10/04/2002
Site Code:	304363
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	.35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.04352
Longitude:	-118.2884
APN:	5056014909
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LAUSD-MAGNOLIA ES REDESIGN ADDITION
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	MAGNOLIA ELEMENATRY SCHOOL REDESIGN
Alias Type:	Alternate Name
Alias Name:	5056014909
Alias Type:	APN
Alias Name:	304363
Alias Type:	Project Code (Site Code)
Alias Name:	19820078
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

MAGNOLIA ELEMENTARY SCHOOL REDESIGN (Continued) **S118756585**

Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 04/10/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 05/01/2002
Comments: MITIGATED NEGATIVE DECLARATATION & INITIAL STUDY

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/04/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19820078
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: .35
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304363
Assembly: 53
Senate: 24
Special Program Status: Not reported
Status: No Action Required
Status Date: 10/04/2002
Restricted Use: NO
Funding: School District
Latitude: 34.04352
Longitude: -118.2884
APN: 5056014909

MAGNOLIA ELEMENTARY SCHOOL REDESIGN (Continued) **S118756585**

Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED, No Contaminants found
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	LAUSD-MAGNOLIA ES REDESIGN ADDITION
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	MAGNOLIA ELEMENATRY SCHOOL REDESIGN
Alias Type:	Alternate Name
Alias Name:	5056014909
Alias Type:	APN
Alias Name:	304363
Alias Type:	Project Code (Site Code)
Alias Name:	19820078
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	04/10/2002
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	05/01/2002
Comments:	MITIGATED NEGATIVE DECLARATATION & INITIAL STUDY
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/04/2002
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

94 ESE 1/2-1 0.845 mi. 4463 ft. | **FC BROADWAY AND HILL 1201 SOUTH MAIN 1201 S MAIN STREET LOS ANGELES, CA 90015** | **CA ENVIROSTOR CA VCP** | **S117038679 N/A**

Relative: Lower

Actual: 239 ft.

ENVIROSTOR:

Facility ID:	60002033
Status:	No Further Action
Status Date:	04/14/2017
Site Code:	301671-11
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.1
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Haissam Salloum
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	30
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03762
Longitude:	-118.2600
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE, VEHICLE MAINTENANCE
Potential COC:	Benzene TPH-gas Toluene Xylenes TPH-gas Ethylbenzene Xylenes
Confirmed COC:	30003-NO TPH-gas 30593-NO 30550-NO TPH-gas Ethylbenzene Xylenes
Potential Description:	SV
Alias Name:	301671-11
Alias Type:	Project Code (Site Code)
Alias Name:	60002033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/20/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Risk Assessment Report
Completed Date:	12/30/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	02/10/2015
Comments:	Risk Management Plan
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement

FC BROADWAY AND HILL 1201 SOUTH MAIN (Continued) **S117038679**

Completed Date:	07/09/2014
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Facility ID:	60002033
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Haissam Salloum
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Site Code:	301671-11
Assembly:	53
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	04/14/2017
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03762 / -118.2600
APN:	NONE SPECIFIED
Past Use:	VEHICLE MAINTENANCE, VEHICLE MAINTENANCE
Potential COC:	30003, 30025, 30550, 30593, 30025, 30272, 30593
Confirmed COC:	30003-NO,30025,30593-NO,30550-NO,, ,30025,30272,30593
Potential Description:	SV
Alias Name:	301671-11
Alias Type:	Project Code (Site Code)
Alias Name:	60002033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/20/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Risk Assessment Report
Completed Date:	12/30/2014
Comments:	Not reported

FC BROADWAY AND HILL 1201 SOUTH MAIN (Continued) **S117038679**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	02/10/2015
Comments:	Risk Management Plan

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	07/09/2014
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

95
NW
1/2-1
0.889 mi.
4694 ft.

PARK VIEW VILLAGE
933 - 937 SOUTH PARK VIEW STREET
LOS ANGELES, CA 90006

CA ENVIROSTOR **S106665605**
N/A

Relative:
Higher

Actual:
281 ft.

ENVIROSTOR:

Facility ID:	19000022
Status:	Refer: 1248 Local Agency
Status Date:	09/27/2004
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	46
Senate:	Not reported
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	34.05401
Longitude:	-118.2828
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	19000022
Alias Type:	Envirostor ID Number

PARK VIEW VILLAGE (Continued) **S106665605**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	SB 1248 Notification
Completed Date:	07/17/2012
Comments:	SB 1248 Reviewed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

96
NE
1/2-1
0.966 mi.
5098 ft.

GRATTS NEW PRIMARY CENTER
WEST 6TH STREET/BIXEL STREET
LOS ANGELES, CA 90017

CA ENVIROSTOR **S105628645**
CA SCH **N/A**

Relative:
Higher

Actual:
376 ft.

ENVIROSTOR:

Facility ID:	19880042
Status:	Certified
Status Date:	01/11/2008
Site Code:	304283
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	2.8
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05440
Longitude:	-118.2620
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	IA, SOIL, SV
Alias Name:	GRATTS NEW PRIMARY CENTER
Alias Type:	Alternate Name
Alias Name:	LAUSD-GRATTS NEW PC
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033620703

GRATTS NEW PRIMARY CENTER (Continued) **S105628645**

Alias Type: EPA (FRS #)
Alias Name: 304283
Alias Type: Project Code (Site Code)
Alias Name: 19880042
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/20/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/11/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/30/2008
Comments: The project is now considered complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/11/2008
Comments: The project has been certified by management.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/15/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/15/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan

GRATTS NEW PRIMARY CENTER (Continued) **S105628645**

Completed Date: 03/25/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/09/2007
Comments: Tech memo approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 12/15/2006
Comments: Site previously demolished and graded; requires changes to scope of investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/28/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: DTSC approved the Removal Action Workplan as final.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/06/2007
Comments: fieldwork has been completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 09/26/2007
Comments: Approval of Removal Action Completion Report

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880042
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.8

GRATTS NEW PRIMARY CENTER (Continued) **S105628645**

National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304283
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	01/11/2008
Restricted Use:	NO
Funding:	School District
Latitude:	34.05440
Longitude:	-118.2620
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	IA, SOIL, SV
Alias Name:	GRATTS NEW PRIMARY CENTER
Alias Type:	Alternate Name
Alias Name:	LAUSD-GRATTS NEW PC
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	110033620703
Alias Type:	EPA (FRS #)
Alias Name:	304283
Alias Type:	Project Code (Site Code)
Alias Name:	19880042
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	03/20/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	05/11/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/30/2008
Comments:	The project is now considered complete.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	01/11/2008

GRATTS NEW PRIMARY CENTER (Continued) **S105628645**

Comments: The project has been certified by management.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/15/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/12/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/15/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 03/25/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 01/09/2007
Comments: Tech memo approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 12/15/2006
Comments: Site previously demolished and graded; requires changes to scope of investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 03/28/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: DTSC approved the Removal Action Workplan as final.

GRATTS NEW PRIMARY CENTER (Continued) **S105628645**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	07/06/2007
Comments:	fieldwork has been completed.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Action Completion Report
Completed Date:	09/26/2007
Comments:	Approval of Removal Action Completion Report

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Q97
NNW
1/2-1
0.979 mi.
5170 ft.

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL **CA ENVIROSTOR** **S109034350**
PARK VIEW STREET/GRAND VIEW STREET/WEST 8TH **CA SCH** **N/A**
LOS ANGELES, CA 90017

Site 1 of 2 in cluster Q

Relative:
Higher

Actual:
268 ft.

ENVIROSTOR:

Facility ID:	60000831
Status:	No Further Action
Status Date:	11/06/2008
Site Code:	304593
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	1.8
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Amit Pathak
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.057
Longitude:	-118.2798
APN:	NONE SPECIFIED
Past Use:	NONE, SCHOOL - OTHER
Potential COC:	Chlordane DDD DDE DDT Endrin Lead TPH-diesel TPH-gas TPH-JET FUEL TPH-MOTOR OIL
Confirmed COC:	30024-NO 30025-NO 3002501-NO 3002502-NO 30004-NO 30006-NO 30007-NO 30008-NO 30010-NO 30013-NO
Potential Description:	SOIL
Alias Name:	304593

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Alias Type: Project Code (Site Code)
Alias Name: 60000831
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Master Agreement
Completed Date: 02/26/2008
Comments: Rec'd background information for the EOA

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/31/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/27/2008
Comments: Phase I is submitted as part of the background information. No determination was necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 04/16/2008
Comments: Accepted provided Revised Scoping Document is submitted/reviewed by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/05/2008
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000831
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.8
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Amit Pathak
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304593
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/06/2008
Restricted Use:	NO
Funding:	School District
Latitude:	34.057
Longitude:	-118.2798
APN:	NONE SPECIFIED
Past Use:	NONE, SCHOOL - OTHER
Potential COC:	Chlordane, DDD, DDE, DDT, Endrin, Lead, TPH-diesel, TPH-gas, TPH-JET FUEL, TPH-MOTOR OIL
Confirmed COC:	30024-NO, 30025-NO, 3002501-NO, 3002502-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO, 30010-NO, 30013-NO
Potential Description:	SOIL
Alias Name:	304593
Alias Type:	Project Code (Site Code)
Alias Name:	60000831
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Master Agreement
Completed Date:	02/26/2008
Comments:	Rec'd background information for the EOA
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/31/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	02/27/2008
Comments:	Phase I is submitted as part of the background information. No determination was necessary.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	04/16/2008
Comments:	Accepted provided Revised Scoping Document is submitted/reviewed by DTSC
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/05/2008
Comments:	Not reported

CENTRAL REGION MACARTHUR PARK ELEMENTARY SCHOOL (Continued) **S109034350**

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

98
South
1/2-1
0.988 mi.
5219 ft.

ORTHOPEDIC HOSPITAL MAGNET HIGH SCHOOL **CA ENVIROSTOR** **S107736972**
WEST ADAMS BOULEVARD/SOUTH GRAND AVENUE **CA SCH** **N/A**
LOS ANGELES, CA 90007

Relative:
Lower

Actual:
211 ft.

ENVIROSTOR:

Facility ID:	19230002
Status:	Certified
Status Date:	05/30/2003
Site Code:	304196
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	4.15
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.02905
Longitude:	-118.2708
APN:	NONE SPECIFIED
Past Use:	* MANU - APPAREL & OTHER TEXTILE PRODUCTS
Potential COC:	Lead Polynuclear aromatic hydrocarbons (PAHs
Confirmed COC:	Lead Polynuclear aromatic hydrocarbons (PAHs
Potential Description:	SOIL
Alias Name:	LA USD-ORTHOPEDIC HOSPITAL MAGNET HS/CDE
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	ORTHOPAEDIC HOSPITAL MAGNET HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	110033607121
Alias Type:	EPA (FRS #)
Alias Name:	304196
Alias Type:	Project Code (Site Code)
Alias Name:	19230002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

ORTHOPEDIC HOSPITAL MAGNET HIGH SCHOOL (Continued) **S107736972**

Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 12/27/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/29/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/27/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/29/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ORTHOPEDIC HOSPITAL MAGNET HIGH SCHOOL (Continued) **S107736972**

SCH:

Facility ID:	19230002
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	4.15
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304196
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	Certified
Status Date:	05/30/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.02905
Longitude:	-118.2708
APN:	NONE SPECIFIED
Past Use:	* MANU - APPAREL & OTHER TEXTILE PRODUCTS
Potential COC:	Lead, Polynuclear aromatic hydrocarbons (PAHs
Confirmed COC:	Lead, Polynuclear aromatic hydrocarbons (PAHs
Potential Description:	SOIL
Alias Name:	LA USD-ORTHOPEDIC HOSPITAL MAGNET HS/CDE
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	ORTHOPAEDIC HOSPITAL MAGNET HIGH SCHOOL
Alias Type:	Alternate Name
Alias Name:	110033607121
Alias Type:	EPA (FRS #)
Alias Name:	304196
Alias Type:	Project Code (Site Code)
Alias Name:	19230002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	12/27/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	05/30/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

ORTHOPEDIC HOSPITAL MAGNET HIGH SCHOOL (Continued) **S107736972**

Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/29/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/27/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 10/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 05/29/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Q99 **BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3** **CA ENVIROSTOR** **S107735912**
NNW **2300 WEST 7TH STREET** **CA SCH** **N/A**
1/2-1 **LOS ANGELES, CA 90057**
0.989 mi.
5221 ft. **Site 2 of 2 in cluster Q**

Relative:
Higher
Actual:
271 ft.

ENVIROSTOR:
Facility ID: 19590002
Status: Certified
Status Date: 04/23/2001
Site Code: 300793
Site Type: School Cleanup
Site Type Detailed: School
Acres: 1

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05695
Longitude:	-118.2795
APN:	5141016901
Past Use:	* RETIAL - MISC.
Potential COC:	Lead, Organic (tetraethyl lead
Confirmed COC:	30343-NO
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD NEW PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	BELMONT/HOLLYWOOD PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5141016901
Alias Type:	APN
Alias Name:	110033618155
Alias Type:	EPA (FRS #)
Alias Name:	300793
Alias Type:	Project Code (Site Code)
Alias Name:	19590002
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	04/23/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/24/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	04/03/2001
Comments:	Not reported

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	10/26/2000
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	04/09/2001
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	19590002
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	300793
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	04/23/2001
Restricted Use:	NO
Funding:	School District
Latitude:	34.05695
Longitude:	-118.2795
APN:	5141016901
Past Use:	* RETIAL - MISC.
Potential COC:	Lead, Organic (tetraethyl lead
Confirmed COC:	30343-NO
Potential Description:	SOIL
Alias Name:	BELMONT/HOLLYWOOD NEW PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	BELMONT/HOLLYWOOD PRIMARY CTR. #3
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name

BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 (Continued) **S107735912**

Alias Name: 5141016901
Alias Type: APN
Alias Name: 110033618155
Alias Type: EPA (FRS #)
Alias Name: 300793
Alias Type: Project Code (Site Code)
Alias Name: 19590002
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 04/23/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/24/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/03/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/26/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 04/09/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

100 WSW 1/2-1 0.991 mi. 5235 ft. | **CENTRAL LOS ANGELES HIGH SCHOOL NO. 2 (AKA: WEST A**
1550 WEST WASHINGTON BOULEVARD
LOS ANGELES, CA 90007 | **CA ENVIROSTOR** **CA SCH** | **S107736101** **N/A**

Relative: Lower

Actual: 201 ft.

ENVIROSTOR:

Facility ID:	19880020
Status:	Certified
Status Date:	09/29/2004
Site Code:	304192
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	12
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.03979
Longitude:	-118.2904
APN:	5056024901
Past Use:	RESIDENTIAL AREA
Potential COC:	Arsenic Lead Cadmium and compounds Benzo[a]pyrene Benzene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTRAL LA HS; FORMERLY #5
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCH. #2 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCHOOL #2
Alias Type:	Alternate Name
Alias Name:	ELLER MEDIA NEW HS #2
Alias Type:	Alternate Name
Alias Name:	LA USD-ELLER MEDIA NEW HS #2/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5056024901
Alias Type:	APN
Alias Name:	110033619537
Alias Type:	EPA (FRS #)
Alias Name:	304192
Alias Type:	Project Code (Site Code)
Alias Name:	19880020
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/15/2004
Comments:	Not reported

CENTRAL LOS ANGELES HIGH SCHOOL NO. 2 (AKA: WEST ADAMS PREPA (Continued) **S107736101**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 04/16/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/13/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/16/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/16/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19880020
Site Type: School Cleanup
Site Type Detail: School

CENTRAL LOS ANGELES HIGH SCHOOL NO. 2 (AKA: WEST ADAMS PREPA (Continued) **S107736101**

Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304192
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	09/29/2004
Restricted Use:	NO
Funding:	School District
Latitude:	34.03979
Longitude:	-118.2904
APN:	5056024901
Past Use:	RESIDENTIAL AREA
Potential COC:	Arsenic, Arsenic, Lead, Cadmium and compounds, Benzo[a]pyrene, Benzene
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	CENTRAL LA HS; FORMERLY #5
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCH. #2 (PROP)
Alias Type:	Alternate Name
Alias Name:	CENTRAL LOS ANGELES HIGH SCHOOL #2
Alias Type:	Alternate Name
Alias Name:	ELLER MEDIA NEW HS #2
Alias Type:	Alternate Name
Alias Name:	LA USD-ELLER MEDIA NEW HS #2/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5056024901
Alias Type:	APN
Alias Name:	110033619537
Alias Type:	EPA (FRS #)
Alias Name:	304192
Alias Type:	Project Code (Site Code)
Alias Name:	19880020
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/15/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	09/24/2004
Comments:	Not reported

CENTRAL LOS ANGELES HIGH SCHOOL NO. 2 (AKA: WEST ADAMS PREPA (Continued) **S107736101**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 04/16/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/13/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 04/16/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/24/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 09/16/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 37

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 26

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 05/29/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 48

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/28/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 46

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing
Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 74

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO
Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/28/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 39

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 07/06/2018
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 38

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICE: ICE
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 07/05/2018
Number of Days to Update: 50

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 43

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/18/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 65

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 27

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/02/2018
Date Data Arrived at EDR: 08/06/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 14

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 44

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/12/2018
Date Data Arrived at EDR: 07/12/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 50

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/02/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 72

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 05/09/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 34

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 60

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/16/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/18/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Semi-Annually

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/22/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/31/2018
Number of Days to Update: 68

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/30/2018
Date Data Arrived at EDR: 06/01/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 05/22/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/13/2018
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 31

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 07/02/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 41

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 45

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 42

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 45

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/06/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/07/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 52

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO. SAM: Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 06/07/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 28

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 56

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 52

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 59

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 58

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 40

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 30

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/19/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 21

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 35

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 33

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 58

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 04/26/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 28

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/20/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 9

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/10/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 31

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/12/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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F-350

Granted 07-27-90

Expires 07-27-91

Fire Department
City of Los Angeles
PERMIT

Reg. No. 00992

Fee Paid Exempt-71

In accordance with terms of the application on file with the Fire Prevention Bureau, permission is granted to: MUST COMPLY WITH FPB REQUIREMENT NO. 41.

Name Lynne Brauers and Associates

Mail to
Raeter Engineering
22911 Savanna Parkway
Yorba Linda, CA 92887

PERMIT ISSUED

Permit to: Abandon 1 atmospheric tank(s) as per plans and specifications submitted to the Fire Prevention Bureau and subject to the field inspector's approval at the site.

Location
1322 West 12th Place
Los Angeles

BY ORDER OF CHIEF ENGINEER

By: JG Fire Marshal

LYNNE BEAVERS-PRICKETT, REAL ESTATE BROKER

AND ASSOCIATES

1933 SO. BROADWAY, SUITE 516
LOS ANGELES, CALIF. 90007 (213) 749-7145

Original Documents

Copies are inside folder.

DO NOT REMOVE

RAETEC ENGINEERING, INC.
Western Tank Testing
22911 Savi Ranch Parkway
YORBA LINDA, CA 92687

(714) 283-0250

MEMO

DATE
AUGUST 21, 1990

SUBJECT LYNNE BEAVERS & ASSOCIATES
1322 WEST 12TH PLACE, LOS ANGELES
UST REMOVAL-
SOIL SAMPLE ANALYSIS

TO INSPECTOR DONALD A. SMITH
LOS ANGELES CITY FIRE DEPARTMENT

200 N. MAIN STREET, ROOM 920

LOS ANGELES, CA 90012

RECEIVED
AUG 28 1990
UNDERGROUND TANK
ENFORCEMENT UNIT

DEAR INSPECTOR SMITH:

ENCLOSED FOR YOUR RECORDS, PLEASE FIND THE UNDERGROUND STORAGE TANK REMOVAL SOIL SAMPLE ANALYSIS FOR THE ABOVE INDICATED CLIENT.

OF COURSE, SHOULD YOU HAVE ANY QUESTIONS, PLEASE FEEL FREE TO CONTACT OUR OFFICE.

☐ PLEASE REPLY ☐ NO REPLY NECESSARY

SIGNED B. J. Murphy

B. J. MURPHY
V.P.-OPERATIONS

PRODUCT 149-2 NEBS Inc., Groton, Mass. 01471 To Order PHONE TOLL FREE 1-800-225-6380

Geological Audit Services, Inc.

22911 Savi Ranch Parkway • Yorba Linda, CA 92687 • (714) 283-0130 • FAX (714) 283-0258

20 August 1990
(GeoAudit LA 44A3-180)

RECEIVED
AUG 28 1990
UNDERGROUND TANK
ENFORCEMENT UNIT

SCANNED
SEP 02 2004

Mr. Ralph Barackman
Raetec Engineering, Inc.
22911 Savi Ranch Parkway
Yorba Linda, CA 92687

Subject: Underground Storage Tank Removal Soil Sample Analysis - 1322 West 12th Place, Los Angeles, California

Dear Mr. Barackman:

In accordance with your request we have obtained and analyzed soil samples in conjunction with the removal of an underground storage tank at the referenced address.

The site is located in a level, commercial/industrial area (Figure 1 - Location Map, 7.5 Minute Hollywood Quadrangle USGS Topographic Series, 1966). The estimated depth to the ground water is 220 feet, based on information from the Department of Public Works (DPW), Hydrologic Section, Well # 2747-A, measured in October 1988.

A 2,000 gallon steel gasoline tank was removed from the site on 6 August 1990 (Figure 2 - Site Plan). The tank was intact with minor rusting when removed from the excavation. The removal of the tank was witnessed by Inspector Don Smith of the City of Los Angeles Fire Department (LAFD). The tank was subsequently transported as hazardous waste to Erickson, Inc. for disposal (manifest no. 90113116 attached).

Two soil samples were obtained from 3 feet below each end of the former tank location utilizing a backhoe (Samples S1 and S2 - Figure 2). For each sample a new disposable latex glove was used to compact the soil in a glass jar. The jar was completely filled without any headspace prior to sealing with a teflon-lined threaded cap. The samples were placed in a chilled container and transported to Terra Tech Labs (TT) for analysis.

The samples were analyzed for total petroleum hydrocarbons (TPH) and for purgeable aromatic hydrocarbons (BTE&X) in accordance with EPA methods 8015 and 8020, respectively.

TPH and BTE&X were not detected in either sample. The laboratory report (TT Project No. 1057-66), quality control status, and chain of custody form are attached.

Based on the non detection of TPH and BTE&X in the samples we believe that the City of Los Angeles Fire Department will not require any further assessment and/or mitigation related to this site.

The opportunity to prepare this report is greatly appreciated. Please contact our office if you have any questions.

Sincerely,

GEOLOGICAL AUDIT SERVICES, INC.

REGISTERED GEOLOGIST
Joshua Ong, Ph.D.
No. 4725
Expires 7/92
STATE OF CALIFORNIA

Clarke Thomas
Staff Geologist

Joshua Ong Ph.D.
Senior Project Hydrogeologist
Registered Geologist No. 4725

Enclosures

cc: (3) addressee

Geological Audit Services, Inc.

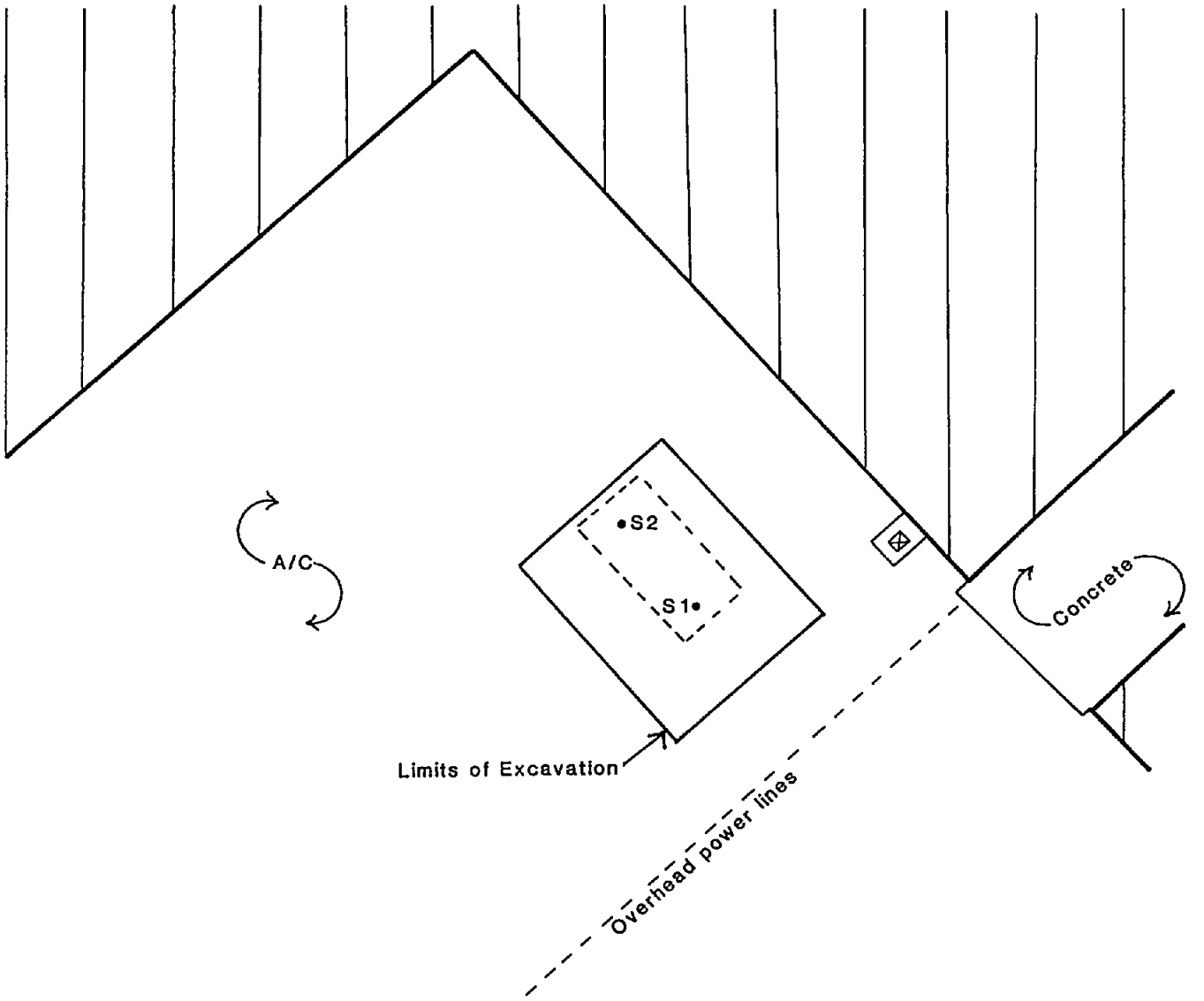
22911 Savi Ranch Parkway
Yorba Linda, CA 92687

FIGURE 1 - LOCATION MAP

Hollywood
7.5 Minute Quadrangle
USGS Topographic Series, 1966

Project No.
44A3.180

20 August 1990



LEGEND:

Existing building

Removed 2,000 gallon gasoline tank

Dispenser (removed)

• S1 Sample location

N

0 10
Feet

Geological Audit Services, Inc. 22911 Savi Ranch Parkway Yorba Linda, CA 92687	FIGURE 2 - SITE PLAN Lynne Beavers 1322 West 12th Place Los Angeles, California	Project No. LA 44A3.180 20 August 1990

1057-85 bc

Geological Audit Services, Inc.

3345 E. Miraloma, Suite 135 • Anaheim, CA 92806 • (714) 993-2991 • FAX (714) 993-4009

CHAIN OF CUSTODY RECORD

Date 8-6-90 Page 1 of 1

~~Lynne Brown~~ GeoAudit

PROJECT # LA 44A3.18D

1322 W. 12th Place ~~16th Place~~ CT, LA

PROJECT NAME: Lynne Brown

PROJECT MANAGER: Clada Thomas

PHONE NUMBER: (714) 283-0130

SAMPLERS: (Signature) Clada Thomas

SAMPLE NUMBER	LOCATION DESCRIPTION	DATE	TIME	SAMPLE TYPE WATER Comp.	SAMPLE TYPE WATER Grab.	SAMPLE TYPE AIR	SOLID	NO. OF CNTNRS	TESTS REQUIRED
3913 S-1	end of tank	8-6-90					X	1	~~8015~~ TPH* 8020
3914 S-2	end of tank	8-6-90					X	1	" "

Relinquished by: (Signature) Clada Thomas

Received by: (Signature) Jeff Freeman

Date/Time

Relinquished by: (Signature)

Received by: (Signature)

Date/Time

Relinquished by: (Signature)

Received by Mobile Laboratory for field analysis: (Signature)

Date/Time

* analyze samples for TPH instead of 8015 as per phone conversation c Rob @ Geo Audit 8-7-90 RW

Dispatched by: (Signature)

Date/Time

Received for Laboratory by:

Date/Time

Method of Shipment: Chilled Container, GeoAudit truck

Special Instructions: Normal turnaround

I hereby authorize the performance of the above indicated work.

SOURCE: Adapted from U.S EPA, 1985

CCR-100

FACILITY I.D. 810277 INSP. NO. 374

DBA LYNNE BEAVERS & ASSOC.

FACILITY ADDR 827 W. 12TH PL

CITY LA ZIP 90015 DIV 5 / ASSIGMT NO (circle one) 00992

LOS ANGELES CITY FIRE DEPARTMENT
UNDERGROUND TANK TIME LOG
SITE SPECIFIC INVOICE

EWM/MAC/4-14-89

NO. SHEETS FOR THIS SITE ____

SUBSTANCE ____

PETROLEUM ( ) YES ( ) NO

DATE FIRST REPORTED ____/____/____

DATE OF WORK	NAME OF EMPLOYEE print full name full Civil Service signature	EMPLOYEE CLASS CODE	ACTIVITY CODE	ACTION	HOURS WORKED ST	HOURS WORKED OT	HOURLY RATES ST	HOURLY RATES OT	INDIRECT COST	TRAVEL & PER DIEM	TOTAL LABOR COST
7/27/90	[illegible]		16	9	5						
8-6-90	Donald A Smith		10	9	1.5						

ACTIVITY

____ 00 ADMINISTRATIVE SUPPORT
____ 01 ACCOUNTING/INVOICE PREP
____ 02 REPORT/CORRESPONDANCE
____ 03 PUBLIC PARTICIPATION?HEARING
____ 04 TRAINING

ACTIVITY

____ 05 SUPERVISION
____ 06 CLERICAL/DATA ENTRY
____ 07 RESEARCH
____ 08 EQMT SUPPLY/MAINT
____ 09 STAFF MEETING

ACTIVITY

____ 10 SITE INSPECTION
____ 11 SAMPLING
____ 12 RP CONSULTATION
____ 13 COUNTY PERSONNEL CONSULT'N
____ 14 GOV. PERSONNEL CONSULTATION

ACTIVITY

____ 15 REPORT DATA REVIEW
____ *16 PLAN CHECK*
____ *17 OTHER - describe*
____ *18*
____ *19*

ACTION

____ 1 FACILITY INSPECTION
____ 2 REINSPECTION
____ 3 LEAK INVESTIGATION
____ 4 CONTAMINATION INVEST
____ 5 MONITORING

ACTION

____ 6 INSTALL
____ 7 ADD/ALTER
____ 8 ABANDON IN PLACE
____ 9 ABANDON REMOVAL - washing
____ 10 ABANDON REMOVAL - haz waste

ACTION

____ 11 REPAIR TANK EQUIPMENT
____ 12 TANK LINING
____ 13 TANK REPAIR
____ 14 SITE ASSESSMENT - soil
____ 15 SITE ASSESSMENT - water

ACTION

____ 16 REMEDIATION - soil
____ 17 REMEDIATION - water
____ 18 SOILS ANALYSIS
____ 19 WATER CLEANUP - related
____ 20 OTHER - describe on the back

SITE SPECIFIC INVOICE

EWM/MAC/4-14-89

DATE OF WORK	NAME OF EMPLOYEE print full name full Civil Service signature	EMPLOYEE CLASS CODE	ACTIVITY CODE	ACTION	HOURS WORKED		HOURLY RATES		INDIRECT COST	TRAVEL & PER DIEM	TOTAL LABOR COST
					ST	OT	ST	OT			

ACTIVITY

____ 00 ADMINISTRATIVE SUPPORT
____ 01 ACCOUNTING/INVOICE PREP
____ 02 REPORT/CORRESPONDANCE
____ 03 PUBLIC PARTICIPATION?HEARING
____ 04 TRAINING

ACTIVITY

____ 05 SUPERVISION
____ 06 CLERICAL/DATA ENTRY
____ 07 RESEARCH
____ 08 EQMT SUPPLY/MAINT
____ 09 STAFF MEETING

ACTIVITY

____ 10 SITE INSPECTION
____ 11 SAMPLING
____ 12 RP CONSULTATION
____ 13 COUNTY PERSONNEL CONSULT'N
____ 14 GOV. PERSONNEL CONSULTATION

ACTIVITY

____ 15 REPORT DATA REVIEW
____ *16 PLAN CHECK*
____ *17 OTHER - describe*
____ *18*
____ *19*

ACTION

____ 1 FACILITY INSPECTION
____ 2 REINSPECTION
____ 3 LEAK INVESTIGATION
____ 4 CONTAMINATION INVEST
____ 5 MONITORING

ACTION

____ 6 INSTALL
____ 7 ADD/ALTER
____ 8 ABANDON IN PLACE
____ 9 ABANDON REMOVAL - washing
____ 10 ABANDON REMOVAL - haz waste

ACTION

____ 11 REPAIR TANK EQUIPMENT
____ 12 TANK LINING
____ 13 TANK REPAIR
____ 14 SITE ASSESSMENT - soil
____ 15 SITE ASSESSMENT - water

ACTION

____ 16 REMEDIATION - soil
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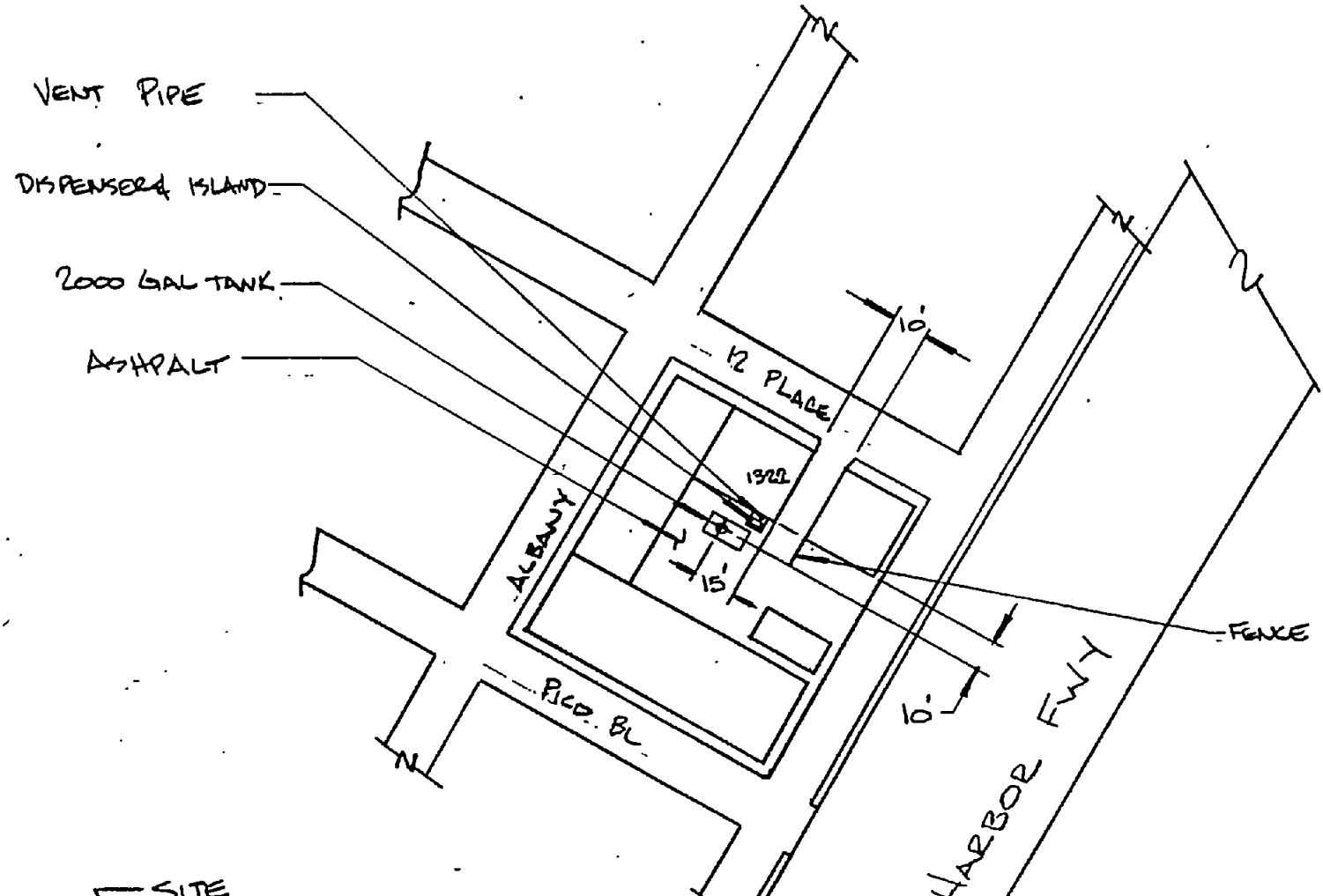
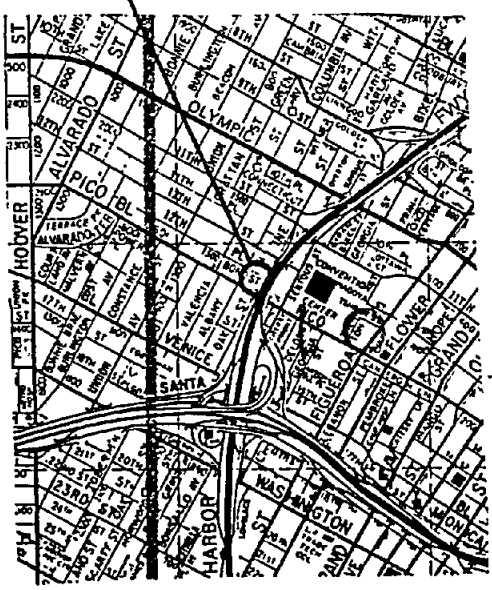
____ 18 SOILS ANALYSIS
____ 19 WATER CLEANUP - related
____ 20 OTHER - describe on the back



SITE



N

THOMAS GUIDE
(LA COUNTY)
ZONE B-4 PAGE 44

SUBJECT TO FIELD INSPECTION

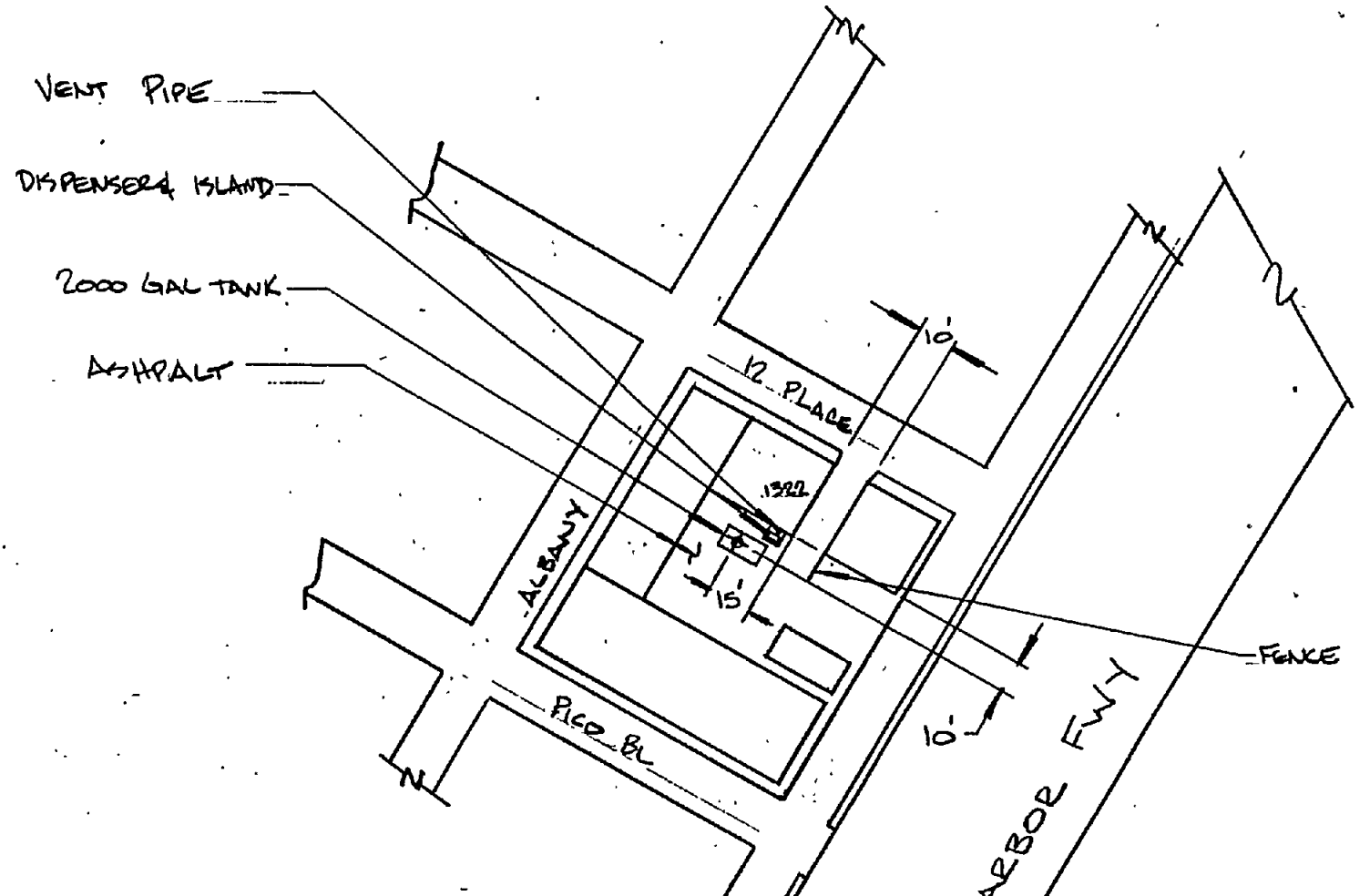
The approval of these plans and/or specifications does not exempt them from strict compliance with all other pertinent Sections of the Municipal Code and other laws and regulations.

APPROVED
7/27/90
LOS ANGELES FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION

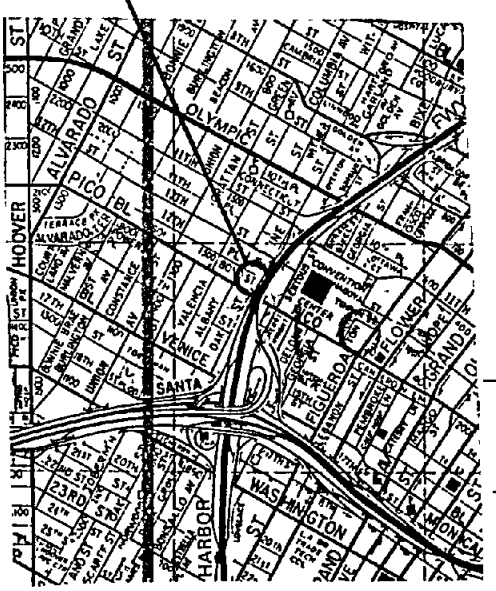
RAETEC ENGINEERING INC.
(714) 283-0250 #0079
22911 SAVI RANCH PARKWAY
YORBA LINDA, CA 92687

REMOVAL OF (1) 2000 GAL. TANK AND DISPENSER GASOLINE
TRIPLE RINSE : NIETO & SONS
DISPOSAL : AMERICAN METAL RES.

LYNN BEAVERS AND ASSOC.
1322 W. 12th PLACE
LOS ANGELES, CA. 90015



SITE



THOMAS GUIDE
(LA COUNTY)
ZONE B-4 PAGE 44

N

SUBJECT TO FIELD INSPECTION

The approval of these plans and/or specifications does not exempt them from strict compliance with all other pertinent Sections of the Municipal Code and other laws and regulations.

APPROVED
7/27/90

LOS ANGELES FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION #00992

REMOVAL OF (1) 2000 GAL. TANK AND DISPENSER GASOLINE
TRIPLE RINSE: NIETO & SONS
DISPOSAL: AMERICAN METAL RES.

RAETEC ENGINEERING, INC.
(714) 283-0250
22911 SAVI RANCH PARKWAY
YORBA LINDA, CA 92687

LYNN BEAVERS AND ASSOC.
1322 W. 12th PLACE
LOS ANGELES, CA. 90015

F-280

Field Office

FIRE DEPARTMENT—CITY OF LOS ANGELES

APPLICATION FOR PERMIT—ATMOSPHERIC UNDERGROUND TANK(S)

Reg. No. 00992

Date 7/27/90

PLEASE TYPE OR PRINT:

Name of Owner: LYNNE BEAVERS & ASSOC

Doing Business As:

Address of Owner: 1933 S. BROADWAY Suite #516 LA, CA 90007

Owner's Phone: 1-818-888-9408

Address of Site: 1322 W. 12TH PLACE L.A., CA 90015

Phone at Installation:

Contractor's Name: RAETEC ENGRG

Address: 22911 SAN RANCH PARKWAY State: CA. Zip: 92687 Contact: LYNNE BEAVERS

Signature of Applicant: [signature]

Title: OPERATIONS

Contractor's Phone: 714-283-0250

QTY.	ITEM	I.D. NO(S)	FEE
☒ 1	UGT/S ABANDONMENT BY REMOVAL	EPA # CAC000501776 State Contractor Type / # 539261 A City Business # 0637550-04	Exempt—Div. 4 - 714 / 715
☐	UGT/S ABANDONMENT IN PLACE		
☐	UGT/S INSTALLATION		
☐	UGT/S ADD TO / ALTER: MONITORING		
☐	UGT/S ADD TO / ALTER: PIPING		

Total Fee	Approved	Disapproved	Date	Inspector
EXEMPT	☑	☐	7/27/90	J. Gould

DIV. 5 - 714 / 715 # 810277 LAFD # New Fire Station District # 10 Field Office Hoge

F-280

FIRE DEPARTMENT—CITY OF LOS ANGELES

APPLICATION FOR PERMIT—ATMOSPHERIC UNDERGROUND TANK(S)

Reg. No. 00992

Date 7/27/90

PLEASE TYPE OR PRINT:

Name of Owner: LYNNE BEAVERS & ASSOC	Doing Business As:
Jdress of Owner: 1933 S. BROADWAY Suite #516 LA, CA 90007	Owner's Phone: 1-818-888-9408
Address of Site: 1322 W. 12TH PLACE L.A., CA 90015	Phone at Installation:

Contractor's Name: RAETEC ENGRG

Address: 22911 SAN RANCH PARKWAY State: CA. Zip: 92687 Contact: LYNNE BEAVERS

Signature of Applicant	Title	Contractor's Phone
Sheri [illegible]	OPERATIONS	714-283-0250

QTY.	ITEM	I.D. NO(S)	FEE
☒ 1	UGT/S ABANDONMENT BY REMOVAL	EPA # CAC[illegible] State Contractor Type / # [illegible] A City Business # 063550 04	Exempt--Div 4 - 714 / 715
☐	UGT/S ABANDONMENT IN PLACE		
☐	UGT/S INSTALLATION		
☐	UGT/S ADD TO / ALTER: MONITORING		
☐	UGT/S ADD TO / ALTER: PIPING		

Total Fee	Approved	Disapproved	Date	Inspector
EXEMPT	☑	☐	7/27/90	[illegible]

ROUTING
1st CAPT ___
2nd QAQC ___
3nd DATA ___
4rd FILE ___

UNDERGROUND TANK ENFORCEMENT UNIT

ABANDONMENT INFORMATION SHEET

Insp. Name: Smith Don Insp. No.: 383 Date: 8-6-90

Site Address: 1322 W 12TH Pl Div. 5 No: 00992

Contractor: Raetec Eng Responsible Person: Ralph Bankenfield

TANK INFORMATION

	Tank ID # (UGT)	Size	Product	UL # and LAFD G.A.#	Abandonmt Method **
1.	#1	2000	GAS		~~WASH~~ WASTE
2.					
3.					
4.					
5.					

	Tank locations from prop lines or record on plot plan	# lbs dry ice	Destination or location of tanks
1.	SEE PLOT PLAN	45 LBS	ERICKSON
2.			
3.			
4.			
5.			

CHECK OFF LIST

✓ Underground Tank Time Log (site specific invoice)
✓ Permit Information (stamped application and lot plan)
✓ Chain of Custody
Cleaning Certificate No need
✓ Certificate of Disposal Form
✓ Uniform Manifest for rinse/tank/or soil
✓ Soil Results
a. Contamination above action levels, per soils analysis...(Yes/No)

b. Highest reported reading per soils analysis (in ppm)....

Number of tanks remaining onsite.....

a. Are abandoned tanks being replaced (Yes/No), # of tanks. NO

** Abandonment Methods: ~~Wash~~, Hazardous waste, or Fill in place

EWM/1267w/10'^99 (Use additional sheets as necessary)

State of California—Health and Welfare Agency
Form Approved OMB No. 2050—0039 (Expires 9-30-91)
Please print or type. *(Form designed for use on elite (12-pitch typewriter).*

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. CAK000501776 | Manifest Document No. 113116 | 2. Page 1 of 1 | Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address
LYNNE BEAVERS & ASSOCIATES
1939 S. BROADWAY #516
LOS ANGELES, CA 90007
4. Generator's Phone (213) 749-7145

A. State Manifest Document Number 90113116
B. State Generator's ID

5. Transporter 1 Company Name: [illegible] HAULING CATALYST
6. US EPA ID Number
C. State Transporter's ID 114025
D. Transporter's Phone [illegible]

7. Transporter 2 Company Name
8. US EPA ID Number
E. State Transporter's ID
F. Transporter's Phone

9. Designated Facility Name and Site Address
[illegible], INC.
[illegible] AVENUE
FONTANA, CA [illegible]
10. US EPA ID Number [illegible]
G. State Facility's ID
H. Facility's Phone 714-355-5601

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. [illegible]	001	[illegible]	02000	[illegible]	State [illegible] EPA/Other EXEMPT
b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

J. Additional Descriptions for Materials Listed Above
[illegible] UNLEADED TANK, [illegible] 2 1000W [illegible]
[illegible] TANK, [illegible]
[illegible] TANK, [illegible]
[illegible] TANK, [illegible]

K. Handling Codes for Wastes Listed Above
a. b. c. d.

15. Special Handling Instructions and Additional Information
TANK # 447 JOB # 31107

16.
GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name [illegible] | Signature [illegible] | Month Day Year

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name [illegible] Hunt | Signature [illegible] Hunt | Month Day Year 08 06 90

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name | Signature | Month Day Year

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.
Printed/Typed Name | Signature | Month Day Year

GENERATOR

TRANSPORTER

FACILITY

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA CALL 1-800-852-7550

DHS 8022 A (1/88)
EPA 8700—22
(Rev. 9-88) Previous editions are obsolete

Do Not Write Below This Line

YELLOW: GENERATOR RETAINS

TERRA TECH LABS Inc.
ENVIRONMENTAL TESTING

LABORATORY RESULTS

Client:	Geological Audit Services, Inc	Report Date:	8/15/90
Client Address:	22911 Savi Ranch Parkway Yorba Linda, CA 92687	Lab P.N.:	1057 - 66
		Client P.N.:	LA 44A3.180

Project Name:	Lynne Beavers	Date Sampled:	8/6/90
Project Address:	1322 W. 12th Place Los Angeles, CA	Date Analyzed:	8/14/90
		Physical State:	Solid

Sample ID	Benzene EPA 8020 mg/kg	Toluene EPA 8020 mg/kg	Ethylbenzene EPA 8020 mg/kg	Xylenes, Total EPA 8020 mg/kg	TPH, Volatile CA DHS mg/kg
S-1	ND	ND	ND	ND	ND
S-2	ND	ND	ND	ND	ND
Detection Limit, mg/kg	0.005	0.005	0.005	0.005	0.5

ND; Not Detectable
The Laboratory Results are only a portion of the Laboratory Report

16371 Gothard Street
Suite G
Huntington Beach
California
92647
Tel 714.842.6077
Fax 714.842.1891

TERRA TECH LABS Inc.

ENVIRONMENTAL TESTING

LABORATORY REPORT

Client:	Geological Audit Services, Inc	Report Date:	8/20/90
Client Address:	22911 Savi Ranch Parkway Yorba Linda, CA 92687	Lab P.N.:	1057 - 66
		Client P.N.:	LA 44A3.180
Contact:	Clarke Thomas		
Project Name:	Lynne Beavers	Date Sampled:	8/6/90
Project Address:	1322 W. 12th Place Los Angeles, CA	Date Received:	8/6/90
		Date Analyzed:	8/14/90
		Physical State:	Solid

Quality Assurance/Quality Control Summary

Parameter (Method)	QC Type	Percent Recovery	Acceptable Range	Percent Reproducibility	Acceptable Range
Benzene (EPA 8020)	M	42	39-150	104	39-150
Toluene (EPA 8020)	M	126	46-148	126	46-148
Ethylbenzene (EPA 8020)	M	40	32-160	104	32-160
Xylenes, Total (EPA 8020)	M	56	46-148	105	46-148
TPH, Volatile (CA DHS)	M	99	50-140	93	50-140

M = Matrix Spike / Spike Duplicate

L = Laboratory Control Sample Spike / Spike Duplicate

Ruth Wilson
Reviewed

Bessie Newcombe-Durio
Approved

The samples were received by TERRA TECH LABS, Inc. in a chilled state, intact and accompanied by the Chain-of-Custody Record.
Acceptance of samples by Terra Tech Labs, Inc. is not an indication of condition upon receipt.
Laboratory Results apply only to the sample matrix analyzed and may not apply to an apparently identical or similar sample.
The Laboratory Report is the property of the client to whom it is addressed.
The Laboratory Results [illegible] only a portion of the Laboratory Report.

ADDITIONAL REQUIREMENTS

1. All piping to be abandoned by removal.
2. Abandoned piping shall be certified clean or taken away under manifest.
3. Soil samples shall be taken underneath dispenser pit and every 20' along pipeline back to tank.
4. Inspectors must be notified of date of piping removal.
5. Inspector must be present during removal of tank, piping and soil sampling.

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Appendix F

Noise Worksheets

Project: LAFC - Sign Addendum

Construction Noise Impact on Sensitive Receptors

Parameters

Construction Hours:	8	Daytime hours (7 am to 7 pm)
	0	Evening hours (7 pm to 10 pm)
	0	Nighttime hours (10 pm to 7 am)
Leq to L10 factor	3	

				Pico					Grand				
Construction Phase **Equipment Type**	**No. of Equip.**	**Reference Noise Level at 50ft, Lmax**	**Acoustical Usage Factor**	**Distance (ft)**	**Lmax**	**Leq**	**L10**	**Estimated Noise Shielding, dBA**	**Distance (ft)**	**Lmax**	**Leq**	**L10**	**Estimated Noise Shielding, dBA**
Sign Construction					**65**	***62***				**71**	***68***		
Auger Drill Rig	1	85	20%	160	65	58	61	10	80	71	64	67	10
Dump/Haul Trucks	1	76	20%	160	56	49	52	10	80	62	55	58	10
Cranes	1	81	40%	160	61	57	60	10	80	67	63	66	10
Tractor/Loader/Backhoe	1	80	25%	160	60	54	57	10	80	66	60	63	10

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

LAFC Noise Measurements

August 16, 2018

Receptor	Start time	Laeq	Notes
1323 W 12th Pl	9:03:41	61.3	3 cars, including an Uber pickup drove on 12th Pl. Several airplanes overhead. A table saw and a nail gun could be heard intermittently from the metalworks warehouse I was standing in front of. A man opened a sliding gate to go to work at the facility. Predominant noise was from the 110.
360 W 39th St (39th/Grand)	9:50:09	64.8	1 construction haul truck and one heavy duty Ford truck went into the gated junk yard at the end of S Grand. Several DASH buses were seen turning left from 39th onto Grand. Most noise was from the 110 freeway.
3930 S Hill St	10:12:09	65.8	S Hill St was busy- approximately 60 cars, some at high speeds, were observed. This includes a police car with sirens blaring. Freeway noise was slightly more distant, but road noise increased compared to previous site. The resident of 3927 S Hill St interrupted the last ~90 sec of the reading by asking what this was for. I kept the device running during this time.
31 Albany St (12th pl/Albany)	10:46:53	59.4	Quiet residential street. Freeway noise somewhat masked by tree canopy. Very little car traffic.

FILE COPY

#8

LAFC – Freeway Signs
Overview of Community Benefits Program in Sign District

- Section F – Visual Environment Improvement Program
- LAFC was required to pay:
  - $250,000 within 15 days of the date the Applicant obtains a full building permit for the Soccer Stadium;
  - $250,000 within one year of the date the initial contribution is paid; and
  - $700,000 annually after the second payment is paid for a total of 5 years (totaling $3.5 million).
- Funds contributed to Council District 9 Public Benefits Trust Fund No. 48X and used for:
  - At least $100,000 to establish and fund a Business Improvement District covering Figueroa Street from Martin Luther King, Jr., Boulevard to Slauson Avenue, and Martin Luther King, Jr., Boulevard from Central Avenue to Normandie Avenue. The primary purposes shall be street-front beautification and security.
  - At least $400,000 of the funds shall be used to develop and implement a streetscape improvement plan on Martin Luther King, Jr., Boulevard between Normandie Avenue and Central Avenue. The plan shall include sidewalk repair, new landscaping, additional street trees, and the incorporation of new street furniture.
  - Up to $3.5 million of the funds shall be used for recreation and parks capital improvement projects within the area bounded by Martin Luther King, Jr. Boulevard on the north, Slauson Avenue on the south, Normandie Avenue on the west, and Central Avenue on the east, including: (i) improvements to existing parks and pocket parks located in this area; and/or (2) the development of new park space within this area.
- Council District 9 may move funds paid by the Applicant to the Council District 9 Public Benefits Trust Fund No. 48X to one or more alternate Trust Funds or accounts established by the City, provided that any such moved funds shall be used for the purposes set forth above.

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CITY OF LOS ANGELES

JAN 10 2019

CITY PLANNING DEPT.
AREA PLANNING COMMISSION

Connect Create Collaborate

FILE COPY

#8

Adam Villani <adam.villani@lacity.org>

Public Comment on Case CPC-20185152-SN-SP; Freeway Sign at 1320 W. 12th Place, Los Angeles, CA 90015

3 messages

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JAN 10 2019
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

RECEIVED
CITY OF LOS ANGELES
JAN 10 2019
CITY PLANNING DEPT.
AREA PLANNING COMMISSION

SM Properties, 1327 W. 12th Place, LA 90015 <1327w12th@gmail.com> Sun, Oct 28, 2018 at 1:13 PM
To: adam.villani@lacity.org

Dear Mr. Villani,

I am writing to oppose the freeway advertising sign proposed for 1320 W. 12th Place, Los Angeles, CA 90015 (the "Freeway Advertising Sign") in Case CPC-20185152-SN-SP. This is the first time that I have commented on a matter before the City Planning Commission (the "Commission").

Set out below are three reasons why the Commission should deny the application to construct the Freeway Advertising Sign at 1320 W. 12th Place.

First: The Freeway Advertising Sign would be an Aesthetic Nightmare.

In 1955, my wife's father and his brother purchased the vacant lot at 1327 W. 12th Place (which is across the street from the proposed Freeway Advertising Sign) and built a small warehouse on the lot. For many years they operated a wholesale fishing tackle business from the warehouse. Most of the other buildings on the 1300 block of 12th Place are also one-story commercial and industrial buildings, with the exception of the cottage apartments located at 1321 W. 12th Place (which is directly across the street from the proposed Freeway Advertising Sign). The proposed Freeway Advertising Sign is totally out of character for the neighborhood, and would be an aesthetic nightmare.

At 135 feet tall, the Freeway Advertising Sign would tower over all the other buildings on 12th Place. Would you like to live and work under the shadow of a giant sign? The Freeway Advertising Sign would literally blot out the sun, throwing shadows on the buildings below it -- especially the cottage apartments directly across the street at 1320 W. 12th Place that are only 142 feet from the sign. At night, the 7,902 square feet of sign area would pump out light pollution.

Clearly, the sign is not in keeping with the character of the neighborhood. The proposed Freeway Advertising Sign would be a giant parasite on the neighborhood, making money for its owners by bombarding drivers on the public freeway with advertising, and doing nothing for the neighborhood.

The Proposed Freeway Sign would also decrease public safety by distracting drivers on the 110 Freeway. Modern LED signs can display motion, and such ads are much more distracting than static billboards.

The Commission should reject the application for the Freeway Advertising Sign on 12th Place because it overwhelms the neighborhood and decreases traffic safety.

Second: The Freeway Advertising Sign is an Abuse of the Outdoor Advertising Act.

The Freeway Advertising Sign would be illegal under the original Outdoor Advertising Act. However, the proponents of the sign seek to gain approval by using a loophole for professional sports teams. The purpose of this exception was to allow a professional sports team to have a sign adjacent to their stadium or at the highway exit nearest to their stadium.

The application for the Freeway Advertising Sign makes a mockery of this exception. The location of the sign is not adjacent to the team's stadium, or located at the nearest highway exit. The proposed location on 12th Place is not

half a mile away from the stadium, not a mile away, not 1 1/2 miles away, not 2 miles away! Instead, the proposed location on 12th Place is almost 2 1/2 miles away from the stadium! Why is the Freeway Advertising Sign located so far from the team's stadium? Why is the Freeway Advertising Sign located where fans coming to the team's stadium from the south, from the east, and from the west will never see the sign on 12th Place?

The answer is because the Freeway Advertising Sign proposed for 12th Place has nothing to do with guiding fans to the team's stadium, and everything to do with making more money by locating an advertising sign close to the heart of Downtown L.A., where no other commercial billboard would be allowed. While the team only plays 17 home games a season, the Freeway Advertising Sign could operate 24 hours a day, 365 days a year, broadcasting to the captive audience on both sides of the 110 Freeway traveling through the heart of Downtown L.A.

The Commission should see through the tactic of stretching the proposed sign district to a location far from the team's stadium, and reject the application for a Freeway Advertising Sign on 12th Place.

Third: Impose Conditions on the Freeway Advertising Sign to Limit Advertising.

The Commission must determine whether the professional sports team is "fronting" for commercial interests in trying to obtain permission for the Freeway Advertising Sign. If the Commission so determines, then the application must be denied, as otherwise the sign would be a prohibited offsite commercial billboard adjacent to a public freeway.

To ensure that the proposed Freeway Advertising Sign is truly for the benefit of the sports team and its stadium, the Commission has the power to limit the advertising shown on the Freeway Advertising Sign. If the Commission believes that it must approve the sign, the Commission should limit advertising on the sign to (1) advertising the team and its games at the stadium, (2) advertising other events at the stadium, and (3) public service announcements, such as "amber alerts". This will ensure that the Freeway Advertising Sign does not function as an offsite commercial billboard that is prohibited under the Outdoor Advertising Act.

In conclusion, for the reasons set out above, the Commission should deny the application for the Freeway Advertising Sign at 1320 W. 12th Place, or impose conditions on its approval.

Thank you for your consideration of this comment.

Sincerely,

David Miller

SM Properties, 1327 W. 12th Place, LA 90015 <1327w12th@gmail.com> Wed, Jan 9, 2019 at 2:06 PM
To: adam.villani@lacity.org

Hi Adam,

Are you saying you didn't receive the email below? I find that hard to believe.

Regards,
David Miller
[Quoted text hidden]

Adam Villani <adam.villani@lacity.org> Wed, Jan 9, 2019 at 2:22 PM
To: "SM Properties, 1327 W. 12th Place, LA 90015" <1327w12th@gmail.com>

Looking into my email more closely, I did receive your email; it was submitted properly but I erred in overlooking it. I apologize for the error. You do not need to resubmit your letter; I will submit it for the record tomorrow at the meeting for the CPC to review.
[Quoted text hidden]
–

VAUGHAN BENZ

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JAN 10 2019

CITY PLANNING DEPT.
AREA PLANNING COMMISSION

#9

January 9, 2019

Samantha Millman, President
Members of the City Planning Commission
Los Angeles City Hall
Los Angeles CA 90012

RE: Agenda Item #9, January 10, 2019
CPC-2018-5580-SP
Cornfield-Arroyo Seco Specific Plan

Dear President Millman and Members of the Los Angeles City Planning Commission:

Vaughan Benz has manufactured high quality furniture in the City of Los Angeles since 1986. We are the owners of Vaughan Benz, and we also own Southwestern Properties, a separate company that owns about 2.5 acres at 1635 & 1639 Main St., at the former Carnation Dairy site, within the "Urban Innovation" zone of the Cornfield Arroyo Seco Specific Plan (CASP). Today we employ about 65 full time employees in Los Angeles manufacturing high quality furniture primarily for the hospitality industry. Most recently we were proud to have manufactured the furniture for the new Wilshire Grand Hotel.

As you know on November 27, 2018 the LA City Council passed a motion proposed by CM Cedillo, designated as Council File 13-0078-S2, asking your Commission to consider two actions:

- Permitting the Strategy B density bonus to be awarded even where the maximum base allowable floor area ratio for non-residential and non-commercial uses is <u>not</u> met, and
- Evaluating the CASP at the five-year mark, to determine whether the land use incentives have achieved their policy objectives, "particularly with regard to the production of mixed income housing."

We strongly supported this clarification and were encouraged that it was adopted by the City Council without opposition. We don't believe our area will be converted to housing entirely or immediately, but the Planning Department interpretation created uncertainty. The point of the CASP was to offer a path out of uncertainty through clear descriptions of the uses the CASP sought to promote.

With this backdrop we are discouraged by the staff report below you today. Staff has gone in the opposite direction of the City Council: "...bonus floor area may only be obtained for projects that comply with all CASP use limitations, including the provision of non-residential floor area." Where the City Council was clearly comfortable with all-housing use, the Planning Department staff appears to believe that the non-housing uses envisioned for the Urban Innovation zone (e.g., light manufacturing, repair and maintenance, and corporate headquarters) are more important than housing.

We wish to be very clear: We are proud to live and work in the City of Los Angeles. However, we believe your staff has lost sight of the challenges faced by employers and housing developers in the City. The value of our land has risen dramatically, and no business like ours can afford to pay rents commensurate with these values. Even if staff is right to be concerned about the displacement of light manufacturing and other non-housing uses, it must recognize fundamental economic forces and other policies that effectively force businesses like ours to move to less expensive areas.

Similarly, apartment rents are ultimately driven by factors such as the cost of land and construction. The Urban Innovation densities are much lower than what has been envisioned for the Urban Village zone, and if housing density bonus is available only after non-residential floor area has been provided, little housing will be built, and what is built will be more expensive than what can be built with the economies of scale that developers obtain in larger, all housing projects.

With respect to concerns that the new CASP has not been sufficiently catalytic for our area, you should know that the former Carnation site was split into 13 lots now owned by ourselves and 5 other parties. In 1999 covenants were recorded to restrict the use of this property to warehouse and light manufacturing. We spent more than two years working with the other owners to modify our covenants and expand permitted uses to include what the CASP now envisions. Though all owners are excited by the new park and what is happening in the area, we were also concerned about our operating businesses, and it simply took time to reach agreement among owners. However, the modified covenants simply authorize what is permitted under the CASP. If the CASP is unclear, owners seeking to oppose or delay a project can exploit those ambiguities to challenge projects that other owners may support. These intramural fights benefit no one (but the lawyers).

We encourage you to reject the staff position and follow the path that CM Cedillo and the City Council have already endorsed. Thank you for this opportunity to present our views.

Very truly yours,

Scott Vaughan, CEO

David Benz, President

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January 10, 2019

#9

Samantha Millman, President
City of Los Angeles Planning Commission
Los Angeles City Hall
200 N Spring Street
Los Angeles, CA 90012

RE: Agenda Item 9 CPC-2018-5580-SP CEQA: ENV-2009-599-EIR
Plan Area: Central City North; Northeast Los Angeles Silverlake – Echo Park – Elysian Valley

Dear Commission President Millman and Commissioners:

This letter is written on behalf of the Riboli family, owners of the San Antonio Winery, Capitol Milling and a number of properties in the CASP acquired by the family during the over 100 years it has been an active part of the community. The family is in strong support of the actions to eliminate the sunset provision of Option B proposed before the Commission and recommends their adoption. However, the actions before you omit an additional amendment requested of staff by unanimous action of the City Council on November 27, 2018 clarifying the applicability of Option B to properties that are not proposed to be developed at their theoretical maximum FAR (CF 13-0078-S2). We believe this additional amendment is critical to spur appropriate mixed-use development in the CASP.

The Riboli family is currently examining a number of its properties in the CASP area for possible near term development. Some sites may not be economically feasible or contextually appropriate at an FAR approaching 3.5:1, but may be feasible and appropriate at a lesser FAR with the incentives contained in Option B. Restricting Option B to only very large, dense projects frustrates the objective of development of housing at all income levels within the CASP as soon as possible. It is requested that the Planning Commission consider this additional clarifying amendment to the CASP at the earliest possible date.

Sincerely

Cal Hollis

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