

## **APPENDIX 5**

### **ON-GOING ASBESTOS ABATEMENT PROGRAM, AND DEMOLITION AND CONSTRUCTION SUMMARY FOR THE PROPOSED 2000 AVENUE OF THE STARS PROJECT**

This appendix summarizes (1) the on-going hazardous materials abatement program for the site as set forth in the Asbestos Management Plan (AMP) as managed through the Operations and Maintenance (O&M) program, (2) plans for demolition of existing structures, and (3) new construction associated with the proposed 2000 Avenue of the Stars project.

The on-going Hazardous Materials Abatement Program includes the abatement and removal of all hazardous material. Methods and requirements for handling hazardous materials are included in the comprehensive abatement program for the site. This work includes the removal of interior partitions, ceilings and floors, roofing, Theatre level canopy over parking and pedestrian walkways, and planter/landscaping.

Demolition includes the removal of the concrete and steel skeletal structures. Removal of the plaza areas is included in this stage.

Construction would occur within eight generalized stages discussed below.

Information was provided by Matt Construction and Winzler & Kelly. Demolition and construction of the project will take approximately 25 months.

#### **Existing Condition: On-going Hazardous Materials Abatement Program for the Site**

As part of the Entertainment Center's AMP there is an on-going hazardous materials abatement program for the site. Pursuant to this program, asbestos and other hazardous materials have been removed from the existing buildings for the past fifteen years. Asbestos and other hazardous materials will continue to be removed from the existing buildings, according to the O&M program guidelines, which are described below. This abatement program contemplates removal of asbestos from the existing buildings as part of the existing condition regardless of development of the new building.

The buildings contain spray-on asbestos-containing fireproofing materials on the structural steel frame, asbestos-containing piping insulation, drywall joint compound, interior and exterior stucco dash coating, textured surface coatings, vinyl flooring, mastics, roofing components and sealants, and asbestos-cement panels. Additionally, the other hazardous materials to be abated include lead-containing paint, surface coatings and materials, chlorinated fluorocarbons (CFC), sealed source radioactive isotope-based (tritium) exit signs, Universal Waste Rule items such as mercury switches and light tubes, lead-acid and nickel-cadmium batteries, and PCB-containing light fixture ballasts. Such hazardous materials would be removed and disposed of following all applicable regulations.

Methods and requirements for handling hazardous materials are included in the comprehensive on-going O&M program for the site, and in the demolition specifications for the 2000 Avenue of the Stars Project. Equipment used during the abatement process includes hand held pick axes, sledgehammers, specially designed water blasters and air movers. The work areas are contained and under negative pressure to ensure a controlled environment. The work areas also undergo air clearance sampling to monitor this environment. For completion of abatement, removal of exterior travertine panels may be required. This work will occur within shrink wrap-enclosed scaffolding surrounding each of the two buildings. By shrink wrapping, each building becomes an air containment area under negative pressure so that exterior work can be performed within this area in a controlled environment.

The process of the hazardous materials removal, waste packing and disposal meets or exceeds all applicable federal, state and local statutes and regulations. The agencies that regulate this work include the U.S. Department of Labor Occupational Safety and Health Administration (OSHA), the U.S. Environmental Protection Agency (EPA), the U.S. Department of Transportation (DOT), the Department of Health Services (DHS), South Coast Air Quality Management District (SCAQMD), and the City of Los Angeles Fire Department (LAFD). The applicable codes and procedures are extensive and listed in Exhibit A attached hereto.

Pursuant to strict controls, the asbestos containing material, after removal, is sealed and transported into heavy duty bags in the containment area and loaded into lockable, metal dumpsters that are then loaded onto trucks that transport the material to a permitted disposal facility. In addition to the asbestos containing waste already removed, the on-going abatement program for the site includes the on-going removal of over 8,000 tons of asbestos containing waste. The trucks used typically do not exceed 80,000 pounds gross vehicle weight and can haul up to twenty-five tons of asbestos containing debris. DOT regulates the trucks and the containers from the jobsite to the disposal facility.

During the abatement process, air monitoring will be carried out by the Environmental Consultant on behalf of the Owner to verify that the building air, both within and outside the containment area and outside containment in the environment, remains uncontaminated. In the case of an accidental spill, at a minimum, all affected areas are decontaminated by wet cleaning and HEPA vacuuming. Where necessary, the affected area(s) is/are isolated by the construction of critical barriers. If decontamination of each contained work area is incomplete, the area is then re-cleaned and retested until the clearance criteria are met.

No explosions/implosions or wrecking balls are anticipated to be required to perform the abatement work, or for the demolition work described below.

### **Project Demolition: 5 months**

In order to minimize functional disruption to surrounding uses, demolition of the exterior skin will occur within shrink wrap-enclosed scaffolding surrounding each of the two existing buildings, Concourse and Plaza level locations. By shrink wrapping, each building becomes an air containment area under negative pressure so that exterior work can be performed within this

area in a controlled environment. The existing buildings are concrete and steel frame structures with a travertine exterior. It is anticipated that demolition of the structures would commence once interior floors have been abated and the travertine exterior has been removed, as discussed above.

The soft demolition process will involve the removal of all remaining furnishings, carpeting, window treatments, partitions, door assemblies, mechanical ducting, cabinetry and millwork, theatre seating, stages and all associated rigging, catwalks as needed, electrical systems, lighting, plumbing, fencing, suspended ceilings, insulation, stairwell enclosures, shaft wall construction, piping, sprinklers, curtain wall construction such as travertine and glazing, metals studs and framing, store front glass systems, restaurant equipment, counters and benches, theatre screens, etc.

Demolition is labor and equipment intensive. The work will require crew sizes of approximately 100 men which will fluctuate in accordance with the work phasing. This phase would require mobilization of one or two heavy lift conventional cranes and medium and light duty crawler equipment on the floors with breaking and material handling attachments, such as grapples, hydraulic breakers, and shears. Bobcats with material handling attachments, crane and cable, and hand tools would be used for initial cutting and felling of the material and for manipulating and downsizing concrete, steel, and other building demolition materials.

Hazardous demolition materials will be sent down sealed chutes to an on-site lockable, and sealed bin/dumpster. Stockpiling will be limited to non-hazardous materials in the existing loading dock areas to the extent possible. A goal of the project is to reuse and/or recycle as much of the existing structure as possible. Items with salvage value such as doors, bathroom fixtures, theater seats, mirrors, and glass would be removed intact and sold to a broker who deals in such items. Other materials, such as structural steel, decking, and concrete, would be separated on-site and sent to appropriate recycling facilities. It is currently expected that there would be two staging areas adjacent to the site: one along Constellation Boulevard and the other along Avenue of the Stars. Incoming trucks, except those required to support the immediate operations, would be staged outside the Century City boundary.

Concrete from the site would be hauled via the Santa Monica (I-10) Freeway to recycling sites located to the east. Steel would be hauled via the San Diego (I-405) Freeway or Harbor Freeway (I-110) to recycling sites located to the south. The recycling component of the project is a major design feature. It is anticipated that at least 50 percent of all materials would be recycled. Materials that would be recycled include concrete and steel.

### **Project Construction: 20 months**

Construction would begin during the later stages of demolition. Construction stages include:

Foundation / Columns: In the first few months for the project schedule, strengthening the existing foundation and addition of new columns and sheer walls in the garage levels for the new frame would occur.

Structural Steel: erection of the structural steel frame.

Metal Decking: installation of structural flooring, including metal deck, steel mesh and concrete deck fill.

Fireproofing: application of fireproofing materials to the structural steel frame.

Exteriors: installation of glass and aluminum curtain wall (the outer “skin”) of the building.

Equipment: installation of elevators, escalators and mechanical and electrical equipment.

Interiors: installation of interior walls, utilities and final finishing (e.g., partitions, doors, bathrooms, fixtures and finishes).

Site work: plaza hardscaping and landscaping.

The new building would have a smaller footprint than the two current buildings combined. It would place more structural mass on the building footprint area, requiring re-enforcement of the foundation and subterranean parking levels. The existing columns and footings would be strengthened and new columns and shear walls would be added, where necessary. During this construction, portions of the garage would need to be closed to the public. Construction would occur level by level, working from the bottom up. The work program would be designed to minimize disruptions of the Century Plaza Towers parking level operations. Parking and construction period traffic impacts are discussed further in the Transportation/Traffic Section.

Once the foundation is strengthened, the steel structure would be erected by crane. As the structure rises, flooring would be constructed of poured concrete onto a metal deck. A tarp would be wrapped around the floors during installation of fireproofing material. With the steel and concrete skeleton in place, the exterior of the building would be finished in glass and aluminum. Concurrent with the exterior work, elevator and rooftop-mounted equipment would be installed. Once the bulk of the exterior work is completed, the building’s interior would be completed. Work would include partitioning the floors, and installing air conditioning, plumbing, electrical, and telecommunication infrastructure.

Temporary food services and other temporary uses related to construction and demolition activities would be provided on-site. This includes providing modular buildings and/or structures to provide temporary services during this period.

At the Project site, there are 1,717 parking spaces allocated to the existing ABC Entertainment Center buildings. During the construction phase, these spaces will all be available for construction employee vehicle parking. Project construction will involve a maximum of approximately 200 construction worker vehicles on site at any given time. The Project applicant will also be encouraging a ride share program for construction employees to decrease the number of construction vehicles accessing the site. Construction will be phased so that only limited

portions of the parking areas will be impacted and unavailable for vehicle parking. Out of the available 1,717 parking spaces, it is anticipated that approximately 300 parking spaces will be unavailable at any given time due to the construction work. In addition, there are excess parking spaces available in nearby, off-site parking facilities in Century City for rental, if necessary. Further, construction workers will be prohibited from using street parking spaces during the construction period.

### **Haul Route**

The Project applicant will need to obtain haul route approval from the City of Los Angeles that will authorize specific haul routes for the transport of materials to and from the site during demolition and construction. Subject to approval, the general haul routes currently proposed are as follows:

- Inbound: Approaching from the north, south, east or west, vehicles would travel the 10 Freeway and exit at Overland Boulevard. Proceed north to Pico Boulevard, east on Pico Boulevard to Avenue of the Stars, and north to the Project site.
- Outbound: From the site, vehicles would proceed east on Constellation Boulevard to Century Park East. South on Century Park East to Pico Boulevard, West on Pico Boulevard to Overland Avenue, and south on Overland Avenue to the 10 Freeway.

## Exhibit A

1. OSHA: U.S. Department of Labor; Occupational Safety and Health Administration, including but not limited to:
  - a. 29 CFR 1910.120 - Hazardous Waste Operations and Emergency Response (HAZWOPER)
  - b. 29 CFR 1910.134 - Respiratory Protection
  - c. 29 CFR 1910.145 - Specifications for Accident Prevention Signs and Tags
  - d. 29 CFR 1910.1001 - General Industry Standards
  - e. 29 CFR 1926.1101 - Construction Standard for Asbestos, Tremolite, Anthophyllite and Actinolite
  - f. 29 CFR 1910 - Access to Employee Medical Records
  - g. 29 CFR 1910.1200 - Hazardous Communication
  
2. EPA: U.S. Environmental Protection Agency:
  - a. 40 CFR 61 Subpart A+B - General Provisions
  - b. 40 CFR 61 Subpart M - National Emissions Standard for Hazardous Air Pollutants (NESHAP)
  - c. 40 CFR 763 Subpart G - Workers Protection Rule
  - d. 40 CFR 763 - Asbestos Hazardous Emergency Response Act (AHERA)
  - e. 40 CFR 260 – Hazardous Waste Management System - General
  - f. 40 CFR 261 – Identification and Listing of Hazardous Waste
  - g. 40 CFR 262 – Standards Applicable to Generators of Hazardous Waste
  - h. 40 CFR 263 – Standards Applicable to Transporters of Hazardous Waste
  - i. 40 CFR 264 – Standards for Owners & Operators of Hazardous Waste Treatment, Storage, and Disposal Facilities
  - j. 40 CFR 265 – Interim Status Standards for Owners & Operators of Hazardous Waste Treatment, Storage, and Disposal Facilities
  - k. 40 CFR 266 – Standards for the Management of Specific Hazardous Wastes and Specific Types of Hazardous Waste Management Facilities
  - l. 40 CFR 268 – Land Disposal Restriction
  - m. 40 CFR 270 – EPA Administered Permit Programs: The Hazardous Waste Permit Program
  - n. 40 CFR 273 – Standards for Universal Waste Management
  
31. D.O.T. U.S. Department of Transportation:
  - a. 49 CFR 171-178 - U.S. Department of Transportation
  
42. California Code of Regulations (CCR).
  - d. Regulation II Rule 2 - Hazardous Pollutants
  - e. Title 8, 1529 – Asbestos in Construction
  - f. Title 8, 5194 - Hazard Communication
  - g. Title 8, 5208 - General Industry Safety Orders for Asbestos
  - h. Title 8, Article 2.5 - Registration-Asbestos Related Work
  - i. Title 22, Division 4 - Chapter 30 Hazardous Waste Handling

- j. California Labor Code - Section 6501.5-6505.5
- 5. Department of Health Services
  - a. Title 8 CCR 1532.1 -
- 6. South Coast Air Quality Management District.
  - a. Rule 1403 - Asbestos Emissions from Demolition/ Renovation Activities
- 7. City of Los Angeles Fire Department.
  - a. Division 5 - Fire Safety during Asbestos Abatement
- 8. American National Standards Institute (ANSI) Publications.
  - a. Z9.2-79 - Fundamentals Governing the Design and Operation of Local Exhaust Systems
  - b. Z88.2-80 - Practice for Respiratory Protection
- 9. American Society for Testing and Material (ASTM) Publication.
  - a. D 1331-56 - Surface and Interfacial Tensions of Solutions and Surface Active Agents
- 10. Underwriters' Laboratories, Inc. (UL) Publication.
  - a. 586-85 - High Efficiency, Particulate, Air (HEPA) Filter Units
- 11. California Business and Professions Code
  - a. 8 CCR 341.6 through 341.14 – Contractor Registration
  - b. Section 7030.6 and 7058.5
- 12. California Labor Code
  - a. Section 6501.5 - Registration for Asbestos Related Work.
- 13. Other governing regulations include the Toxic Substance Control Act (TSCA), and the Hazardous Materials Transportation Act (HMTA), which ensure the protection of workers and other individuals on-site, as well as nearby residents. The hazardous waste itself is manifested under the Comprehensive Environmental Response, Compensation & Liability Act (CERCLA) and disposed of at approved landfills under the Clean Water Act and TSCA.